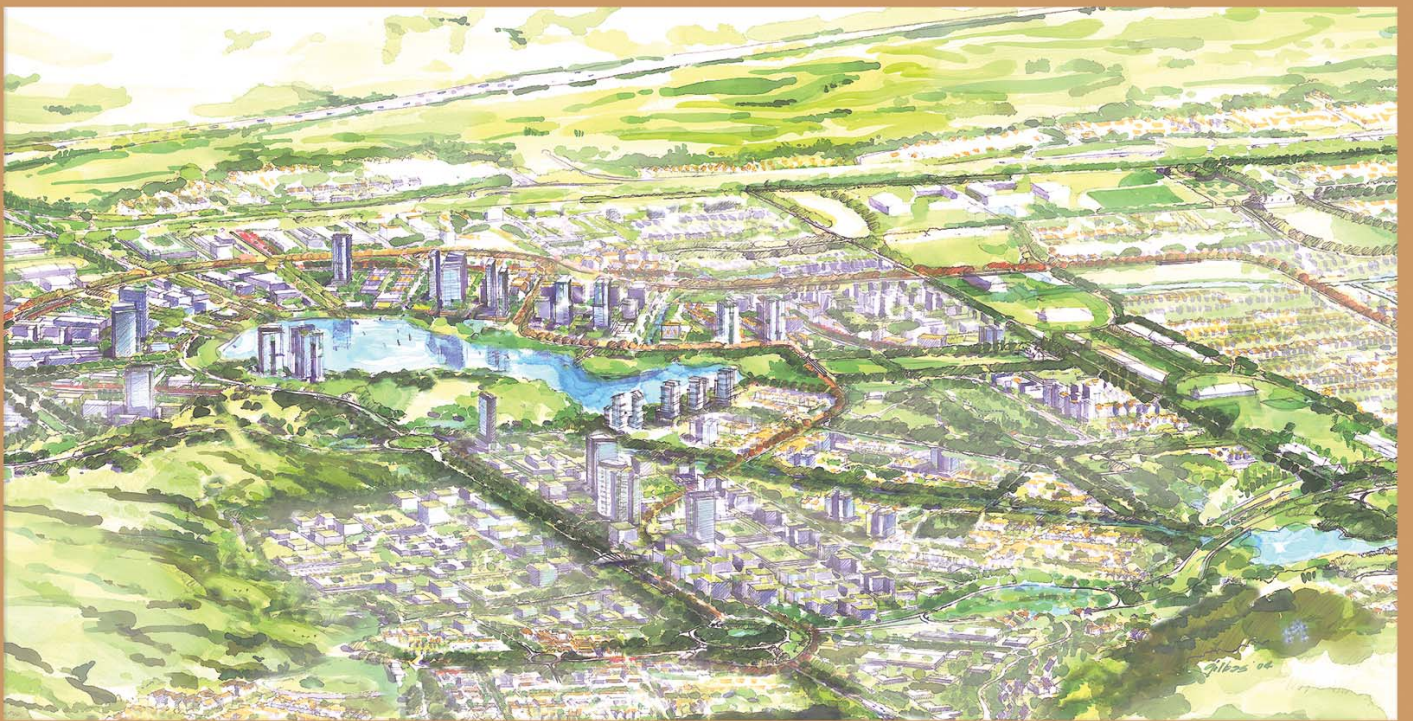




Coyote Valley
Specific Plan

COYOTE VALLEY SPECIFIC PLAN



TASK FORCE WORKBOOK



CITY OF SAN JOSE

August 16, 2004

COYOTE VALLEY SPECIFIC PLAN

Outline for Workbook for Task Force

August 16, 2004

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CHAPTER I: Background Information

Coyote Valley Specific Plan

COUNCIL'S VISION AND EXPECTED OUTCOMES

1. The plan will include Central and North Coyote for land planning and will include South Coyote in the infrastructure financing mechanism only. South Coyote (Greenbelt) is included only to determine financing and other mechanisms to secure this as a permanent Greenbelt.
2. The line (Greenline) between Central and South shall not be moved.
3. The line between North and Central could be erased to allow for mixed-use throughout as long as 25,000 housing units in Central and 50,000 jobs in North remain as a base. Then, jobs can be added in Central Coyote and housing in North Coyote to achieve mixed-use or develop a property owner agreement to "trade" jobs and housing counts to achieve mixed-use goal.
4. The overall development character of North and Central Coyote Valley should be very urban, pedestrian and transit-oriented community with a mixture of housing densities, supportive businesses and services and campus industrial uses.
5. The Specific Plan should plan for the extension of light rail and heavy rail into Central Coyote and use these facilities to orient development.
6. We shall maximize efficient land usage; i.e., the 25,000 units and 50,000 jobs are both minimums. In North and Central Coyote combined, the total development potential is at least 50,000 jobs and at least 25,000 housing units. Through the Specific Plan process we shall determine the distribution of that potential across north and south, including mixed-use concepts.
7. It will be important to distinguish that the 50,000 jobs referenced are primarily industrial/office jobs, not the additional retail support or public/quasi-public jobs (e.g., City workers) that must also be accommodated in the Plan area for a vibrant, mixed-used, urban community.
8. Identify locations for public facilities (libraries, parks, schools, etc.) in the land use plan as well as include these facilities in the financing plan.
9. North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas.

10. The identification of financing measures for the needed capital improvements to support the planned levels of development.
11. The plan must be financially feasible for private development.
12. The plan must develop trigger mechanisms to ensure that increments of housing may not move forward until the appropriate number of jobs are constructed in a parallel timeline to maintain a jobs/housing balance in Coyote Valley.
13. The Task Force should review the potential to utilize "sub-regions" of the valley that will incorporate jobs and housing that can move forward when the subregion has ability to finance the appropriate infrastructure. Residential projects will be issued building permits in parallel with the development of jobs when either the projects are purely mixed-use in their construction or the jobs and housing are constructed simultaneously.
14. The plan should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in South Coyote.
15. The plan should allow for the current General Plan budget triggers to be changed to triggers based upon the Valley or its sub-regions jobs and housing revenues covering the General Fund cost of services.

The plan shall include a requirement that will mandate 20 percent of all units be "deed-restricted, below-market-rate units."

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c o y o t e v a l l e y VISION

C O M M U N I T Y O U T R E A C H B U L L E T I N

COYOTE VALLEY PLANNING EFFORT IS UNDERWAY

In August 2002, the Mayor and City Council initiated the preparation of a specific plan for Coyote Valley.

The plan for Coyote Valley is to have a unique, vibrant, balanced community of at least 50,000 jobs and 25,000 housing units.

The Coyote Valley Specific Plan (CVSP) area consists of 7,000 acres of mostly undeveloped land in the southern reaches of the City of San Jose. The CVSP area is generally bounded by Tulare Hill to the north, Highway 101/foothills to the east, the City of Morgan Hill to the south, and the hills to the west. It is divided into three sub-areas: North, Mid (or Central) and South (see Brief History of Land Planning in Coyote Valley for more information).

The City is excited about the opportunity to establish Coyote Valley as a model for “smart growth” planning in the state and throughout the country. The City’s overall vision for Coyote, as stated in the General Plan, is a unique, vibrant, balanced community (or “new town”) of at least 50,000 jobs and 25,000 housing units, where people will live, work, learn and play. The land uses should be sensitive to the environment and well connected through a rich network of open spaces, trails, bicycle paths, roads, and transit.

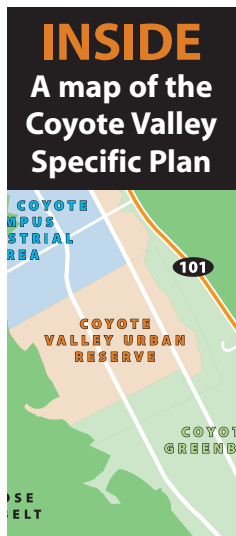
The urban design approach for Coyote Valley focuses on the guiding principles of a sustainable, transit-oriented, walkable community, containing a mix of uses that is efficient in its use of land. The urban community should be highly livable, pedestrian and

[continued inside](#)

Land Use Planning in Coyote Valley

A BRIEF HISTORY

San Jose made smart growth decisions for Coyote Valley more than two decades ago requiring balanced development that would benefit San José and the region. In 1984, the City’s Horizon 2000 General Plan designated North Coyote Valley for industrial office development to ensure a stable economic base and new jobs. Central Coyote Valley was designated an “Urban Reserve,” primarily for future residential and mixed use development, to ensure an adequate supply of housing to serve the jobs. Finally, South Coyote Valley was designated as a “greenbelt” separating San Jose from Morgan Hill to create a non-urban buffer between the cities. The General Plan recognized Coyote Valley’s relative isolation from the rest of San Jose, and directed future development to be in the form of a “balanced, independent community with jobs, housing, retail and community facilities, schools, parks, other community services, infrastructure and public transit—in effect a “new town.” The long-standing General Plan vision for Coyote Valley, affirmed in the Council’s Vision and Expected Outcomes for the specific plan in August 2002, includes creating 50,000 jobs and at least 25,000 homes (20% affordable) in Coyote Valley, and providing a mechanism for permanently protecting the “greenbelt” character of the southern portion of Coyote Valley.



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COYOTE VALLEY PLANNING EFFORT IS UNDERWAY

continued from front cover

transit friendly with a variety of housing types (including 20% affordable housing and opportunities for homeownership), schools, parks, commercial centers, job centers, and other community services. Specifically, the goal is to prevent the continuation of “urban sprawl” that has typified residential and office/industrial design in much of the Bay Area. Development will be confined to North and Mid-Coyote so that the rural and open space character of the southern Coyote Greenbelt and the surrounding hillsides can be permanently protected.



Who is the Coyote Valley Task Force?

The twenty member Task Force, under the leadership of co-chairs Mayor Ron Gonzales and Council member Forrest Williams, was appointed by the San Jose City Council on August 20, 2002 with the initiation of Coyote Valley Specific Plan process.

The Task Force is charged with guiding the preparation of a comprehensive and practical plan for the future of Coyote Valley. The Task Force held its first meeting on September 10, 2002. The Task Force is a volunteer, diverse, and broad-based group including experienced planners, labor representatives, seniors, schools, parks and open space advocates, developers, long-time property owners and others.

As an advisory body to the Council, the Task Force's primary role is to make specific land use, environmental protection, public facilities, infrastructure, financing and other recommendations for the Specific Plan. A complete roster can be found on the Coyote Valley Specific Plan website at www.sanjoseca.gov/coyotevalley/. The Task Force meets monthly and the meetings are open to the public. A list of meeting dates and times can also be found on the website.

Coyote Valley Specific Plan Consultant Team

The City of San Jose has selected a team of highly qualified consultants led by the prestigious land planning/urban design team of The Dahlin Group/Ken Kay Associates to design a unique plan for Coyote Valley. This impressive team of award winning national and international urban designers brings broad experience and ideas to the challenges facing us in Coyote Valley, and includes (near right column):

Field Trip

The Coyote Valley Specific Plan Task Force and more than 150 community members loaded into three buses on Saturday, March 13 to spend the morning touring the plan area. Led by the urban design team of Dahlin Group/KenKay Associates, the group toured the major features of the Coyote Valley and discussed several key areas of interest. After the tour, the community members shared their impressions of what they had seen.



These observations laid the groundwork for the afternoon's group visioning session.

The group visioning and community input session covered a wide range of topics including urban ecology (how people and the built and natural environments work together); road and transit systems and infrastructure; public spaces and gathering places; and neighborhoods and work places. In addition, the community and Task Force members were asked to give the design

One stop on the field trip was the construction site for the intersection of Highway 101 and Bailey Avenue, which could become Coyote Valley's main street.

team feedback on a variety of images ranging from housing densities, office buildings, and types of retail centers to park and open space features. The design team kept a record of individual likes and dislikes which are guiding them during development of preliminary design concepts for the plan.

A summary of this public input as well as the full presentation materials is available on the Coyote Valley Specific Plan website at:

www.sanjoseca.gov/coyotevalley/.



Specific Plan? The Coyote Valley Specific Plan is a prerequisite to any development in the Coyote Valley Urban Reserve, and as such is a critical component of San Jose's future. Consistent with state law, the Coyote Valley Specific Plan process includes the ability to plan land uses in detail in terms of location and intensity, determine transportation, infrastructure and community services, formulate financing and implementation programs, and phase the implementation of any of the plan elements as necessary. The process also includes the participation of affected jurisdictions, property owners, developers, and other community and regional stakeholders. As with any major planning effort, an Environmental Impact Report is also required.

Dahlin Group is a nationally recognized urban designer/architect with significant experience designing residential projects in mixed urban and non-urban environments.

Ken Kay, an urban designer/landscape architect, is an original member of the Congress of the New Urbanism, a movement focused on building sustainable communities. Ken has designed facilities for major employers in Silicon Valley and is well recognized for creating environmentally sensitive plans.

Crawford, Multari & Clark Associates is a renowned expert in form based zoning for mixed-use communities.

James K. M. Cheng Architects is well known for mid- and high-rise residential development in Vancouver, British Columbia and brings an international perspective to Coyote Valley.

Development Design Group, based in Baltimore, Maryland, specializes in unique retail and mixed-use centers.

In addition, the following technical consultants have been retained to provide technical assistance to the land planning/urban design team:

Economic and Planning Systems—Economic, fiscal, market and financial feasibility analyses.

David J. Powers and Associates—Preparation of Environmental Impact Report.

HMH Engineers—Infrastructure and Civil Engineering.

Schaaf & Wheeler—Hydrology.

Wetlands Research Associates—Biological Resources.

Hexagon—Transportation.

Lowney Associates—Hazardous Materials.

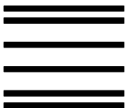
Basin Research Associates—Archaeology and Historic Resources.

Engco—Geology and Soils.

Apex Strategies—Facilitation at Community Workshops and Outreach.

Why Plan for Coyote Now?

The Coyote Valley Specific Plan will undoubtedly be one of the most ambitious and exciting planning opportunities ever undertaken in California. The City Council would like to see the Coyote plan become a model of sound planning and responsible growth for cities throughout the state and the country. The Coyote Valley Specific Plan is a critical component of San José's future, and it is important that we do it right. This includes involving all the affected stakeholders and adhering to essential principles of smart growth, balanced development, and greenbelt protection. This is the right time to begin the Coyote Valley planning effort, so that when the need for growth occurs, San Jose will be ready with a plan in place to guide the creation of a unique new community based on exemplary urban design and environmental sustainability.

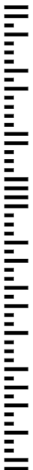
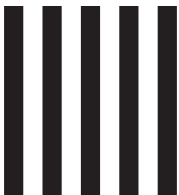


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QUESTION OF THE MONTH

What are your ideas for the future
Coyote Valley community?

CONTACT US

For questions, comments or to give input please
contact:

Sal Yakubu, Principal Planner, City of San Jose
phone (408) 277-4576
e-mail salifu.yakubu@sanjoseca.gov

Or our Outreach Consultant, **Eileen Goodwin**,
at (408) 309-1426.

Detach here and mail or fax

What are your ideas
for the future Coyote
Valley community?

Please jot down your thoughts along with
your name, address, etc., then return this
postcard or fax to (408) 277-3250.

Name

Address

City Zip

Phone

Fax

E-mail

How is the Community included in the Planning Process?

The City is committed to involving the community fully in the planning process for Coyote Valley by establishing a thorough and open process that provides numerous opportunities and venues for community input. In particular, the City has established a series of Community Workshops at key points in the planning process to which everyone is encouraged to attend. In addition, the public is also invited to attend and participate in all Task Force meetings. Once the Task Force makes its recommendation on a draft Specific Plan, public hearings will be held by various City Commissions including the Planning Commission prior to Council consideration in December 2005. A calendar of all meetings can be found at www.sanjoseca.gov/coyotevalley/.



Topics for Future Community Meetings

May 15, 2004 Community Workshop, Southside Community Center; Community input on urban design concepts and choices for creating the basic urban form in Coyote Valley

June 12, 2004 Community Workshop; Community input on three alternative design concepts.

August 14, 2004 Community Workshop; Discussion of technical analyses of three alternative design concepts, and community identification of a preferred alternative design.

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QUESTION OF THE MONTH

Do you think the Strategies and Building Blocks for the new Coyote Valley community explained in this newsletter are heading in the right direction?

CONTACT US

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The twenty-member Task Force, under the leadership of co-chairs Mayor Ron Gonzales and Council Member Forrest Williams, was appointed by the San José City Council. The Task Force is charged with guiding the preparation of a comprehensive and practical plan for the future of Coyote Valley. As an advisory body to the Council, the Task Force's primary role is to make specific land use, environmental protection, public facilities, infrastructure, financing and other recommendations for the Specific Plan. A complete roster can be found at the Coyote Valley Specific Plan website at www.sanjoseca.gov/coyotevalley/. The Task Force meets monthly and the meetings are open to the public. A list of meeting dates and times can also be found at the website.

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Coyote Valley Specific Plan Consultant Team

The City of San Jose has selected a team of highly qualified consultants led by land planning/ urban design team of the Dahlin Group and Ken Kay Associates to design a unique plan for Coyote Valley. This professional team of award winning national and international urban designers brings broad experience and ideas to the challenges facing us in Coyote Valley. A complete roster of the consultant team can be found at www.sanjoseca.gov/coyotevalley/.

Topics for Future Community Meetings

June 12, 2004 Community Workshop: Interactive community workshop on three alternative design concepts.

August 14, 2004 Community Workshop: Discussion of analyses of three alternative design concepts, and community identification of a preferred alternative design.

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The plan for Coyote Valley is to have a
unique, vibrant, balanced community of at
least 50,000 jobs and 25,000 housing units.

COMMUNITY OUTREACH BULLETIN

Second Community Workshop Produces Preferences

On Saturday, May 15th, 2004, approximately 120 community members joined with the Coyote Valley Specific Plan Task Force to give input to the Coyote Valley Specific Plan staff and consultant team on the strategies and building blocks for creating a new and dynamic community in Coyote Valley.

The City is excited about this unique opportunity to establish Coyote Valley as a model for “smart growth” planning and development in California and the nation. The City’s overall vision for Coyote, as stated in the San José 2020 General Plan, is a unique, vibrant, balanced community of at least 50,000 jobs and 25,000 housing units, where people will live, work, shop, learn, worship, and play.

At earlier workshops, community members stated their strong



preference for land uses that are sensitive to the environment and well connected through a rich network of open spaces, trails, bicycle paths, roads, and transit corridors. At the May workshop, they expressed their vision for specific transit options, road networks, water features, parks and open spaces, and various building types and urban forms. A summary of these workshops as well as the full presentation materials are available at the Coyote Valley Specific Plan website at www.sanjoseca.gov/coyotevalley/. In addition, the related story in this newsletter (see Community and Task Force shape strategy for Coyote Valley on page 2) summarizes the input and direction given to the Specific Plan team.

UNFILTERED IDEAS

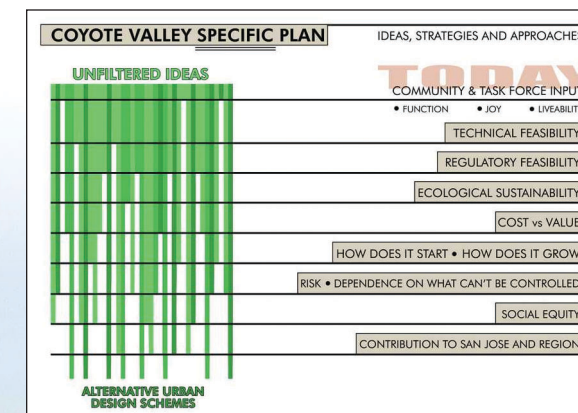
The Coyote Valley Specific Plan (CVSP) effort is undoubtedly one of the most ambitious and exciting planning opportunities ever undertaken in California. This is the right time to begin the planning process for Coyote Valley, so that when the need for growth occurs

San Jose will be ready with a plan in place to guide the creation of a unique new community that is based on exemplary urban design and environmental sustainability. This planning effort involves all interested and affected stakeholders (such as property owners) as well as broader community interests.

As depicted in the Evaluation Criteria chart at left, the planning effort is currently in the “unfiltered idea stage,” in which all ideas are being explored. Once the three alternative design concepts are developed and discussed at the June 12th workshop,

then the technical consultants will evaluate the alternatives by various criteria (including environmental sustainability, cost, risk, social equity, feasibility, , etc.) over the summer. This evaluation, coupled with the community input from prior workshops, will be presented at a community workshop in August, at which time the community and Task Force will be asked to identify a preferred design alternative.

The preferred alternative will form the basis for the development of the Specific Plan, zoning regulations, design guidelines, financing plan, and development phasing schedule. An Environmental Impact Report (EIR) will be prepared for the entire Specific Plan package. Community workshops and Task Force meetings will continue in 2004 and 2005, with public hearings before the San Jose City Council in December 2005 for the adoption of the Coyote Valley Specific Plan and related documents.



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Community and Task Force Shape Strategy for Coyote Valley

At the May 15th community workshop and the subsequent May 17th Task Force meeting, the Coyote Valley Specific Plan began to take shape. Some of the major opportunities discussed by community and Task Force members included:

- Create the Coyote Valley community based upon an “environmental footprint,” sensitive to the area’s unique natural features
- Utilize and enhance the existing Fisher Creek and its habitat
- Link areas within the Coyote Valley with a transit system
- Shape the road network around a “merge and loop” parkway system
- Make the area come alive by starting with a “big idea”

Highlighted below are five strategies for shaping the urban form in the future Coyote Valley.

How is the Community Included in the Planning Process?

The City is committed to involving the community fully in the planning process for Coyote Valley by establishing a thorough and open process that provides numerous opportunities and venues for community input. In particular, the City has established a series of Community Workshops at key points in the planning process to which everyone is encouraged to attend. In addition, the public is also welcome to attend and participate in all Task Force meetings. Once the Task Force makes its recommendation on a draft Specific Plan, public hearings will be held by the Planning Commission and City Council prior to the Council consideration of the Plan in December 2005. A calendar of all meetings can be found at www.sanjoseca.gov/coyotevalley/.

What is the Coyote Valley Specific Plan?

The Coyote Valley Specific Plan (CVSP) is a prerequisite to any development in the Coyote Valley Urban Reserve, and as such is a critical component of San José’s future. Consistent with state law, the Coyote Valley Specific Plan process includes the ability to plan land uses in detail in terms of location and intensity, determine transportation, infrastructure and community services, formulate financing and implementation programs, and phase the implementation of any of the plan elements as necessary. The process also includes the participation of affected jurisdictions, property owners, developers, and other community and regional stakeholders. As with any major planning effort, an Environmental Impact Report is also required.



EXISTING FISHER CREEK TO REMAIN. 100' BUFFER BOTH SIDES.

Retain existing Fisher Creek alignment and provide adequate setbacks for development; Introduce a second reach of Fisher Creek for flood control, environmental restoration, and habitat enhancement



REDESIGN EXISTING FISHER CREEK

Realign Fisher Creek to its “natural location” along the western hills of Mid-Coyote area; enhance wetlands, flood control, habitat and recreational opportunities



Water Feature

Provide water features and greenways for detention, bio-filtration and recreation

Creating a Compact and Sustainable Urban Ecology (Enhancing the Natural Setting)

Creating a Pedestrian Friendly Transit Network

Creating a Pedestrian Friendly Road Network

Creating a Vibrant and Integrated Community Strategy

Greenbelt Strategies

The urban design approach for Coyote Valley focuses on the guiding principles of a sustainable, transit-oriented, walkable community, containing a mix of jobs and housing that is efficient in its use of land. Specifically, the community and Task Force members discussed the merits of organizing the future Coyote Valley development around a transit “spine” versus a more dispersed system. Although there were many advantages for both systems, the ultimate direction to the Coyote Valley Specific Plan staff and consultant team was to utilize the rail transit “spine” approach while allowing for a possible future addition of PRT or other network. In addition, the Task Force, at its May 17th meeting, directed that a golf/electric cart style network be considered to support and provide additional linkage to the spine transit system so that future residents could walk, ride bikes or take a golf cart to the transit system and leave their cars at home.

A fixed route transit spine similar to Valley Transportation Authority’s (VTA’s) light rail transit system, but with a more open-air design

New technology Personal Rapid Transit (PRT) Network with a fixed elevated skyway and individual compartments that could skip stops

Community and Task Force members discussed several options for future road networks in Coyote Valley and opted for the Parkway system because it eliminates the need for multiple traffic lights and large intersections while keeping the traffic moving through the area. The elimination of the large intersections was seen as a benefit to making the future community more walkable. It was also noted that smaller grids within the Parkway system do work and make for charming neighborhood streets that are easy to navigate on foot and bike. As a result the Task Force, at its May 17th meeting, directed that the Project Team pursue a combined approach of the Parkway and Grid System for the street network.

After considerable debate on whether San José could sustain an additional destination retail area, the community expressed a desire to see a water feature (with some retail) as well as colleges, conference centers, recreational facilities and churches as initial building blocks for the future Coyote Valley. The community further expressed support for the concept of mixed-uses, particularly near the transit lines, and a continued consideration of a range of densities within the Plan area. These elements would create a unique sense of place. The Task Force, at its May 17th meeting, concurred with the community’s input.

Mixing densities and heights of future development integrating office, retail, and residential uses

Establishing destination retail or entertainment as a “catalyst” for Coyote Valley

Using a college or university as a “starter”

Explore Agricultural Land Trusts

Utilize Contract Growers to re-establish farming

WORKSHOP WISHES

Retain existing agriculture and open space

Create a Napa Valley- or South Livermore-like agricultural lifestyle

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QUESTION OF THE MONTH

What do you think about the key elements in the concept variations presented in this newsletter?

CONTACT US

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phone (408) 277-4576
e-mail salifu.yakubu@sanjoseca.gov

Or our Outreach Consultant, **Eileen Goodwin**,
at (408) 309-1426.

Detach here and mail or fax

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Please jot down your thoughts along with your name, address, etc., then return this postcard or fax to (408) 277-3250.

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Phone _____

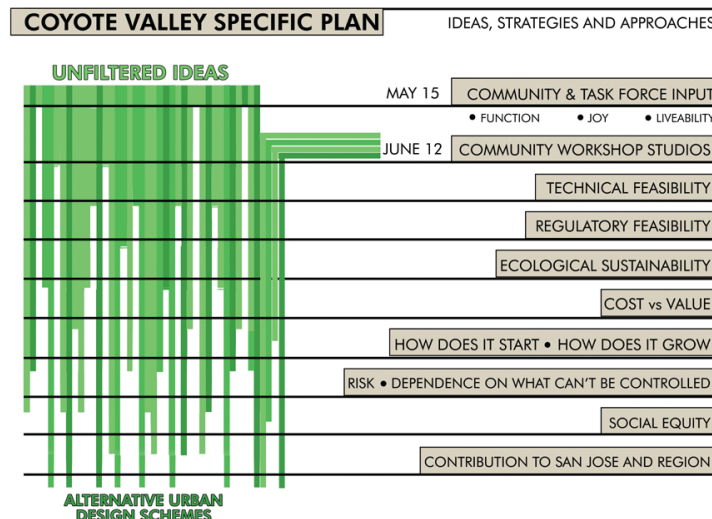
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Community Process Timeline

The preferred alternative will form the basis for the development of the Specific Plan, zoning regulations, design guidelines, financing plan, and development phasing schedule. An Environmental Impact Report (EIR) will be prepared for the entire Specific Plan package. Community workshops and Task Force meetings will continue in 2004 and 2005, with public hearings before the San José City Council in December 2005 for the adoption of the Coyote Valley Specific Plan and related documents.

Contact us: For questions, comments or to give input please contact Sal Yakubu, Principal Planner, City of San José, at (408) 277-4576 or salifu.yakubu@sanjoseca.gov, or our Outreach Consultant, Eileen Goodwin at (408) 309-1426. You may also visit the Coyote Valley Specific Plan website at: www.sanjoseca.gov/coyotevalley/.



Topics for Future Community Meetings

Saturday, August 14, 2004 Community Workshop: Discussion of analyses of three alternative design concepts, and Task Force and community identification of a preferred alternative design.

August 2004 Task Force Meeting: Discussion of community input from the Saturday workshop and identification of a preferred alternative design.

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The plan for Coyote Valley is to have a unique, vibrant, balanced community of at least 50,000 jobs and 25,000 housing units.

C O M M U N I T Y O U T R E A C H B U L L E T I N

Third Community Workshop Goes Hands-On

On Saturday, June 12th, over 130 community members joined the Coyote Valley Specific Plan Task Force to give input to the City staff and consultant team on three draft concepts for creating a new and dynamic community in Coyote Valley.

At earlier workshops, community members stated their strong preference for land uses that are sensitive to the environment and well connected through a rich network of open spaces, trails, bicycle paths, roads, and transit corridors. At the May 15, 2004 workshop, the community and Task Force members expressed their vision for specific transit options, road networks, water features, parks and open spaces and various building types and urban forms.

At the June 12th workshop, the community had the opportunity to participate in a highly interactive, "hands-on" approach to soliciting input. The Dahlin Group/Ken Kay Associates design team presented three different variations for approaching the key "urban form" elements of the plan, highlighting differences in the environmental footprint, transit design, roadway systems, and focal water features such as a large lake, series of smaller lakes, or canals.

Participants divided into smaller groups and had round table discussions on key design issues. They worked with plans, pictures and even a scale model as a means of exploring different design alternatives.

Key questions that are being raised are: how to accommodate the traffic impacts of the CVSP as the community grows, how to deal with water and flood control issues, what



are the costs, how receptive are the regulatory agencies to these ideas, what are the regional impacts, and what types of uses should be allowed in the south Coyote Greenbelt.

A summary of these workshops as well as

the full presentation materials are available on the Coyote Valley Specific Plan website at www.sanjoseca.gov/coyotevalley/. In addition, the related story inside summarizes the input and direction given to the Specific Plan team.

THE PLANNING PROCESS: WHAT'S NEXT?

The City of San José has selected a team of qualified consultants led by the land planning/urban design team of The Dahlin Group and Ken Kay Associates to design a model community for San José, the region and beyond, based on "smart growth" planning principles. The City's goal is to create a community that is compact in size, transit-oriented, walkable; contains a mix of uses; and celebrates the rural character and surrounding beauty of Coyote Valley.

During the summer, this professional team of award winning, national and international urban designers along with additional technical, City and regulatory agency staff will further analyze the elements of the three draft concepts presented to the public and the Task Force. The team will look carefully at the concepts from a number of different perspectives, including: economic (cost) feasibility, short and long term market feasibility, technical feasibility, regulatory feasibility, long term

environmental sustainability, fiscal impacts, school needs, risk, and social equity. Community and Task Force input resulted in additional factors being included in the analysis: traffic impacts, walkability, potential for positive health benefits, phasing, and equitable cost sharing among property owners.

The results of this comprehensive analysis will be presented to the community and the Task Force in August. At that time, the community and Task Force will be asked to identify a preferred alternative for the plan that will become the focus of a complete Environmental Impact Report (EIR), Specific Plan, zoning regulations, and design guidelines. Preparation of these documents is expected to take about a year.

In September, the San José City Council will select a preferred alternative following the Task Force recommendations and community input.

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july 2004

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At the June 12th community workshop and the subsequent June 14th Task Force meeting, the Coyote Valley Specific Plan began to take shape. Some of the major ideas discussed by community and Task Force members included:



From the start, create the Coyote Valley community based upon an “environmental footprint,” preserving and integrating the area’s unique natural features (creeks, wetlands, trees and hills). **Use and enhance** Fisher Creek and its habitat. **Link areas within** the Coyote Valley with a fixed rail transit system. **Shape the road network** around a “merge and loop” parkway system combined with a grid

system for local streets. **Make the area come alive** by starting with a “big idea” such as a large lake. **Mix retail, office and housing** uses to create a dynamic, synergistic community core.

Working from three different concept plans, community and Task Force members gave input related to many of the specifics of these ideas. Highlighted here is some of the feedback. The placement of the water features, the alignment of Fisher Creek, the location of the community core area, and the placement of the parkway and transit system were considered, questioned and debated. **The idea of a creating a large lake** as a “place making” feature

and focal point for the plan is very popular. **The community also liked** the idea of creating soft and hard edges to the lake to accommodate a variety of passive and active recreational uses. **There is a desire to make** the internal rail transit system reach into as many of the neighborhoods as possible, either through a loop, spoke or a spine system. **The community and Task Force prefer** restoring Fisher Creek to its more natural, historic location over other alternatives despite the potential for regulatory issues; **Monterey Road needs to be** slower and easier to cross than it is today (i.e., a parkway feel) to access the regional open space and trail system and integrate the area east of Monterey to the larger

area to the west. The community core area should be located near Bailey Road near the new water focal point. **High density and a mix** of office, retail and residential uses are appropriate in the community core area.

Common themes and direction begin to emerge
The community and the Task Force gave direction to the Planning Team to work to define the neighborhoods and land use plan respecting the following concepts: **The neighborhoods** should be distinctive, diverse and include mixed-uses. **Each neighborhood** should be walkable and have a focal point such as a park, school or other public space.

Neighborhoods should be easily accessible to the community core through walkways, bike paths, transit, or roads. **Every effort should be made** to provide diverse services (such as shopping, schools, libraries, senior services, etc.) within each neighborhood to reduce the need for auto trips. **The Caltrain station** and the new internal transit system should be connected under the same roof at one “main station.” **The higher density areas** should be near the transit stations and Caltrain station. **A bus network** should also be considered to provide access throughout the community. **The existing neighborhoods** should be respected and the density near those neighborhoods should

be lower to buffer or transition to other uses and densities. **The team should look carefully** at the cost of big ticket items, such as the transit system, lake and Fisher Creek realignment, to make sure these “wish list” items are feasible. **The plan should look** at the market feasibility of including high-rise residential buildings in the community core.

Direction Given to Pursue Parallel Strategies for the Greenbelt
The Planning Team will work throughout the summer with the community to formulate a strategy for the south Coyote Valley Greenbelt area. The goal of this effort will be to retain a non-urban buffer between the proposed development in the north and mid-Coyote area and the City of Morgan Hill.

The Team and community will explore several different ways to achieve this goal. These could include acquisition or agricultural/conservation easements for permanent open space, transfer of development rights, potential development of recreational uses in the area, mitigation banking, and development of a regulatory framework.

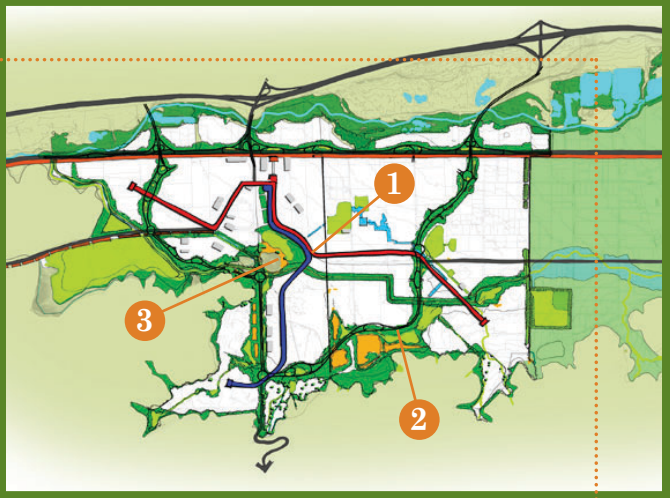
City Staff has retained expert consultants to help develop creative techniques to achieve the adopted goals for the Greenbelt. Existing property owners as well as open space and environmental organizations and interested agencies will have the opportunity to participate in the development of a land use strategy for this important part of the CVSP.

What is the Coyote Valley Specific Plan?

The Coyote Valley Specific Plan (CVSP) is a prerequisite to any development in the Coyote Valley Urban Reserve, and as such is a critical component of San José’s future. Consistent with state law, the Coyote Valley Specific Plan process includes the identification of land uses in terms of location and intensity; determination of transportation, infrastructure and community services; and formulation of realistic financing, phasing, and implementation programs. The process also includes the participation of affected jurisdictions, property owners, developers, and other community and regional stakeholders. As with any major planning effort, an Environmental Impact Report will also be prepared.

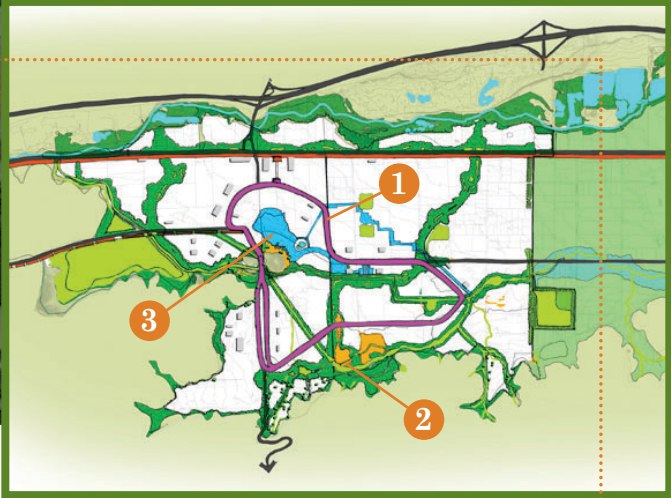
SHAPING STRATEGY SPECIFICS

variation one



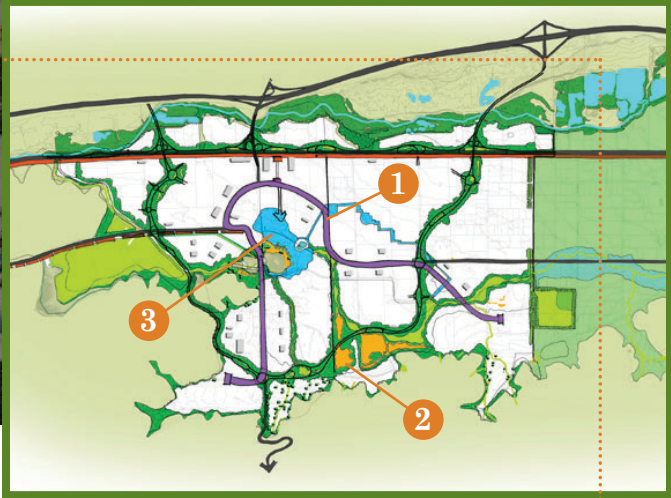
- 1 Spoke transit system
- 2 Retain existing Fisher Creek alignment and provide adequate setbacks for development; introduce a second reach of Fisher Creek for flood control, environmental restoration, and habitat enhancement
- 3 This particular concept does not call for a lake

variation two



- 1 Loop transit system
- 2 Realign Fisher Creek to its “natural location” along the western hills of Mid-Coyote area; enhance wetlands, flood control, habitat and recreational opportunities
- 3 Year-round lake concept

variation three



- 1 Internal transit system in a spine configuration
- 2 Provide water features and greenways for detention, bio-filtration and recreation
- 3 A lake and enhanced canal system

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Memorandum

TO: COYOTE VALLEY SPECIFIC PLAN
TASK FORCE

FROM: Darryl Boyd

SUBJECT: PLANNING CONSIDERATIONS MATRIX

DATE: August 18, 2004

The Coyote Valley Specific Plan (CVSP) Team is pleased to provide the Task Force with the Planning Considerations Matrix, which summarizes the results and recommendations of the technical reports, prepared in the fall and winter of 2003. The technical reports were prepared for the site analysis and background information upon which the alternative CVSP land planning concepts are based. The technical areas included in this matrix are biology, cultural resources, geology, hazardous materials, hydrology, and traffic.

The purpose and intent of this Planning Considerations Matrix, or technical report summary, is to provide the Task Force with a reference for use during the remaining specific plan process. The Site Analysis column provides a summary of the existing environmental conditions for particular technical topics. The Planning Considerations column provides an initial conclusion on the degree to which a particular technical subject may affect the planning process. Recommendations for further review or consideration by the Task Force are also included in the second column.

The Planning Considerations Matrix is intended to be a planning tool and is not an environmental document. The technical reports and this summary matrix are limited to an analysis of the existing environmental conditions for the CVSP project area. It does not include potential environmental impacts and mitigation measures. These will be included in the draft Environmental Impact Report (DEIR), which will be prepared for the specific plan at a later date. We expect to begin DEIR preparation in early fall 2004, after the selection of a project description.

Staff and consultants have been diligent in making this background information as accurate as possible, in order to facilitate the development of the best possible land planning alternatives for consideration by the Task Force. However, it must be stressed that this is preliminary information and data collection and analysis is an on-going task prior to the preparation of the DEIR. This technical information will be revised and updated as necessary for incorporation into the DEIR.

Darryl Boyd, Principal Planner
Department of Planning, Building and Code Enforcement

Attachment

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

City of San Jose

Based on Technical Reports prepared in 2003, as amended

SITE ANALYSIS	PLANNING CONSIDERATIONS
<i>BIOLOGICAL RESOURCES</i>	
<p style="text-align: center;"><u>Special Status Plants</u></p> <p>Moderate potential for the Coyote Valley Specific Plan (CVSP) area to support non-listed, special status plant species. Rare plant surveys were conducted for Metcalf Canyon jewelflower, Most beautiful jewelflower, and Santa Clara Valley dudleya.</p> <p>Potential habitat for Santa Clara Valley dudleya and Metcalf Canyon jewelflower within Bailey Avenue-over-the-Hill area, which is included as part of the CVSP project.</p>	<p style="text-align: center;"><u>Special Status Plants</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> It is not anticipated that the presence of special status plant species will be a significant impediment to the CVSP planning process because special status plant species were not observed within the areas investigated. <p>Recommendations for further review</p> <ul style="list-style-type: none"> Additional plant surveys should be conducted within identified areas of the CVSP area.
<p style="text-align: center;"><u>Special Status Animals</u></p> <p><i>Birds</i></p> <p>Nesting Raptor habitat (which is protected under the Migratory Bird Treaty Act) is available in the riparian habitat, oak woodland, and isolated trees throughout the CVSP area. Many special status songbirds are expected to breed on site. Burrowing Owls have been found within the CVSP area.</p>	<p style="text-align: center;"><u>Special Status Animals</u></p> <p><i>Birds</i></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> The presence of raptors and songbirds within the CVSP area is not an impediment to the CVSP planning process with appropriate management techniques. Provision for Burrowing Owl habitat within the CVSP area should be considered to offset the potential impacts to owls or loss of habitat from urban development. Opportunities for mitigation should be considered within the Greenbelt, parks, and open space areas.

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SITE ANALYSIS	PLANNING CONSIDERATIONS
<p data-bbox="94 678 149 704"><i>Bats</i></p> <p data-bbox="94 751 753 779">Bats are expected to be present within the CVSP area.</p> <p data-bbox="94 1136 405 1164"><i>Reptiles and Amphibians</i></p> <p data-bbox="94 1206 1001 1445">The California tiger salamander, California red-legged frog, and western pond turtle all utilize aquatic habitats similar to those found within the CVSP area. Initial data indicates that sala manders breeding in ponds west of the CVSP area are estivating in the hills surrounding the ponds and are not traveling onto the Valley floor. No frogs were identified during protocol level surveys conducted on accessible portions of the CVSP area. Western pond turtles are found within Coyote Creek.</p>	<p data-bbox="1058 367 1545 394">Recommendations for further review</p> <ul data-bbox="1121 436 1990 678" style="list-style-type: none"><li data-bbox="1121 436 1990 537">• The California Department of Fish & Game (CDFG) adopted <i>Burrowing Owl Survey Protocol and Mitigation Guidelines</i> recommend breeding season surveys for the entire CVSP area.<li data-bbox="1121 545 1990 678">• Pre-construction (protocol level) surveys are recommended prior to development and mitigation measures should be included in the project to avoid or reduce impacts to special status song birds and raptors, including Burrowing Owls. <p data-bbox="1058 686 1113 712"><i>Bats</i></p> <p data-bbox="1058 756 1461 784">Planning Issues/Considerations</p> <ul data-bbox="1104 826 1974 924" style="list-style-type: none"><li data-bbox="1104 826 1974 924">• The presence of bats within the CVSP area is not an impediment to preparing a specific plan for the area with appropriate management techniques. <p data-bbox="1058 969 1545 997">Recommendations for further review</p> <ul data-bbox="1104 1039 1990 1104" style="list-style-type: none"><li data-bbox="1104 1039 1990 1104">• Pre-construction bat surveys are recommended for each construction phase of future development. <p data-bbox="1058 1144 1369 1172"><i>Reptiles and Amphibians</i></p> <p data-bbox="1058 1216 1461 1243">Planning Issues/Considerations</p> <ul data-bbox="1104 1286 1984 1351" style="list-style-type: none"><li data-bbox="1104 1286 1984 1351">• On-site opportunities for mitigation should be considered within the Greenbelt, parks, and open space areas.

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SITE ANALYSIS	PLANNING CONSIDERATIONS
<p data-bbox="94 716 149 743"><i>Fish</i></p> <p data-bbox="94 786 785 813">Steelhead trout are known to occur within Coyote Creek.</p> <p data-bbox="94 1208 180 1235"><i>Insects</i></p> <p data-bbox="94 1278 1024 1377">Critical habitat for the bay checkerspot butterfly is found in a small portion of CVSP area. The butterfly's food source (dwarf plantain) was not detected during preliminary surveys on the serpentine outcrop.</p>	<p data-bbox="1058 367 1545 394">Recommendations for further review</p> <ul data-bbox="1108 438 1986 646" style="list-style-type: none">• Protocol-level surveys currently underway for California tiger salamander and other listed species should be completed.• California tiger salamander surveys are recommended for additional areas within the CVSP area.• Continued Red-legged frog and western pond turtle surveys are recommended. <p data-bbox="1058 688 1115 716"><i>Fish</i></p> <p data-bbox="1058 758 1461 786">Planning Issues/Considerations</p> <ul data-bbox="1108 829 1944 964" style="list-style-type: none">• Protection of Coyote Creek, including fishery and stream flows, should be a priority of the CVSP given the importance and sensitivity of this resource to the entire Coyote Valley and larger region. <p data-bbox="1058 1006 1545 1034">Recommendations for further review</p> <ul data-bbox="1108 1078 1955 1143" style="list-style-type: none">• Projects that could affect Coyote Creek and steelhead will require permits from the appropriate regulatory agencies. <p data-bbox="1058 1185 1146 1213"><i>Insects</i></p> <p data-bbox="1058 1255 1461 1282">Planning Issues/Considerations</p> <ul data-bbox="1108 1326 1982 1425" style="list-style-type: none">• The critical habitat for the bay checkerspot butterfly should be appropriately considered, but is not considered to be an impediment to the planning process.

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

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SITE ANALYSIS	PLANNING CONSIDERATIONS
<p data-bbox="443 365 680 394"><u>Sensitive Habitats</u></p> <p data-bbox="94 435 1026 673">Potential jurisdictional wetlands have been identified and wetland delineations are currently underway on accessible portions of the CVSP area. These wetland areas include Fisher and Coyote Creeks, which are considered to be sensitive habitats within the CVSP area. The Coyote Creek channel is relatively natural, while some portions of Fisher Creek have been modified and channelized by man for agricultural purposes and to conform to convenient property lines.</p> <p data-bbox="94 751 1003 954">The U.S. Fish & Wildlife Service has indicated concerns regarding the potential for nitrogen deposition from air pollution to affect plant composition in serpentine grasslands and to indirectly impact the bay checkerspot butterfly or its habitat in southern Santa Clara County. This issue was previously raised for other projects, including the Coyote Valley Research Park and Metcalf Energy Center projects.</p>	<p data-bbox="1409 365 1646 394"><u>Sensitive Habitats</u></p> <p data-bbox="1058 435 1463 464">Planning Issues/Considerations</p> <ul data-bbox="1108 505 1990 1393" style="list-style-type: none">• The presence of wetlands and sensitive riparian habitats is considered a significant planning consideration during the CVSP planning process. An individual U.S. Army Corps of Engineers permit will be required for any filling of Section 404 jurisdictional wetlands and waters. In addition, a Section 401 water quality certification (Regional Water Quality Control Board) and a Section 1602 Streambed Alteration Permit (CDFG) will be required for impacts to riparian areas.• Opportunities for the creation of compensatory mitigation habitats within the CVSP area should be considered in the planning process.• Development setbacks from creeks consistent with the City of San Jose’s Riparian Corridor Policy Study will be incorporated in the planning process.• “Guiding Principles” for dealing with sensitive habitats, including wildlife corridors, should be developed in the planning process.• Opportunities to incorporate mitigation within the Greenbelt, parks, and open space areas should be considered in the planning process.• Consideration should be given to the reconstruction of Fisher Creek in a way that maximizes habitat, drainage, and open space benefits.• Consideration should be given to a land plan that reduces Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) as much as possible to reduce pollution emissions.• The issue of nitrogen deposition on serpentine habitats (indirect impact) will require additional analysis and consideration during the planning and environmental review processes.

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SITE ANALYSIS	PLANNING CONSIDERATIONS
<i>CULTURAL RESOURCES</i>	
<p align="center"><u>Prehistoric Resources</u></p> <p>A total of 35 prehistoric archaeological sites have been recorded within the CVSP area. There are also three reported, but unrecorded sites and one isolated prehistoric find. Four of the prehistoric sites have been evaluated and found to be eligible for inclusion on the National or California Registers, and two of the sites have been determined to be eligible as part of a district. The remaining 29 prehistoric sites have not been evaluated. Native American resources include a former major village site noted by early Spanish explorers, and other habitation locations including temporary camps, workshops, burial locations, and a trail. Site locations appear to favor benches, terraces and ridges along canyons, water courses, marsh margins, and the alluvial plain.</p> <p><i>Trails</i></p> <p>One major aboriginal trail passed through the Coyote Valley near Coyote Creek. This north/south trail appears to have been the precursor of the El Camino Real. Secondary trails are also inferred within the area.</p>	<p align="center"><u>Prehistoric Sites</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> • Opportunities for prehistoric resource protection, including open space and other easements to conserve and preserve these resources should be evaluated during the planning process. • Opportunities for preservation/avoidance should be evaluated in the planning process. <p>Recommendations for further review</p> <ul style="list-style-type: none"> • Additional surveys are recommended to determine if any of the unevaluated sites are eligible for either the National or California Register. • Development could result in the discovery of valuable scientific information and add significantly to the interpretation and understanding of the region's prehistory.
<p align="center"><u>Historic Resources</u></p> <p>Historic Period sites include resources from the American Period (post-1850) and consist mainly of structures. Relatively few structures survive the period with integrity. Eight architectural resources have been identified within the CVSP area. One resource has been determined to be eligible for the National/California Registers, one resource is potentially eligible, portions of two resources are potentially eligible, one resource has been evaluated as a potential district, and one resource has been evaluated as an Identified Structure on a local list.</p>	<p align="center"><u>Historic Resources</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> • Opportunities for preservation and avoidance of significant historic resources should be a key consideration in the planning process. • Opportunities for adaptive reuse and/or salvage of historic buildings should be evaluated in the planning process.

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<p>The remaining resources have been determined ineligible for inclusion on the register. All of the listed resources are centered on the Hamlet of Coyote, which could qualify as a historic district. Twelve other architectural resources were identified during a preliminary windshield survey as being potentially eligible for the Register, with further research required.</p> <p><i>Expedition Routes</i></p> <p>The Captain Pedro Fages Trail (1772) and the Juan Bautista de Anza National Historic Trail (1776) both traveled through the Coyote Valley. These trails are on the National/California Registers of Historic Resources.</p> <p><i>Roads and Railroad</i></p> <p>El Camino Real extended from <i>Mission San Diego de Alcala</i> to the <i>Pueblo of San Jose</i>, through <i>Rancho La Laguna Seca</i> (Coyote Valley), passing on the west side of Tulare Hill. The road is State of California Historic Landmark #784 and is on the California Register of Historic Resources. Monterey Road was a toll road between San Jose and Gilroy/Watsonville (1850s). Portions were relocated in the 1860s parallel to the railroad and it was declared a public highway in 1874. The Santa Clara & Pajaro Valley (SC&PV) Railroad ran through the Coyote Valley area, stopping at Coyote Station and the Fifteen Mile House in 1869. The SC&PV RR was consolidated into the Southern Pacific Railroad in 1870, and is currently operating as the Union Pacific Railroad (UPRR).</p> <p><i>Irrigation/Water Systems</i></p> <p>The “great Laguna Seca” in northern Coyote Valley was the source for irrigation canals and impounding dams. The configuration of portions of Laguna Seca Creek (Fisher Creek) shows evidence of modification.</p>	<ul style="list-style-type: none">• Adherence to the requirements of the City’s Historic Preservation policies and ordinance should be incorporated into the planning process.• Opportunities for identifying relocation sites for significant historic building resources should be considered in the planning process. <p>Recommendations for further review</p> <ul style="list-style-type: none">• Additional surveys are recommended to determine the significance of all of the unevaluated sites or structures and if they are eligible for listing on the National or California Registers.• Development could result in the discovery of valuable scientific information and add significantly to the interpretation and understanding of the region’s history.

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

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SITE ANALYSIS	PLANNING CONSIDERATIONS
<p><i>Arboricultural Resources</i></p> <p>Several arboricultural resources have been identified to date within the CVSP area. These resources include the IBM walnut farm, a grove of eucalyptus trees, a grove of oak trees, a row of trees leading to a ranch, eucalyptus trees in the Hamlet of Coyote, and the “Keesling’s Shade Trees” on Monterey Road.</p>	<p><i>Arboricultural Resources</i></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> • The arboricultural resources, including significant individual oak trees, are an important component of the Valley’s history. They should be considered a priority to preserve, protect and incorporate into the CVSP. • Policies for protection of other native, ordinance size trees should be developed during the planning process. <p>Recommendations for further review</p> <ul style="list-style-type: none"> • Additional surveys are recommended to determine if any of the unevaluated resources are eligible for either the National or California Register or the City’s Heritage Tree designation.
<p><u>Cultural Landscapes</u></p> <p>A landscape is comprised of all the natural and cultural features that the eye can comprehend in a single view. A preliminary review was conducted to get a better understanding of the agricultural-related history of Coyote Valley and the types of historic architectural features that remain. The CVSP area still remains rural in character and the majority of the land use continues to be related to agriculture even though the area’s association with fruit orchards no longer exists. While there have been additions of roads, houses, and small businesses, these additions have not yet eliminated the area’s setting, character, or feeling related to agriculture. The preliminary review is not conclusive or certain that sufficient integrity remains for the area to be considered eligible as a historic cultural landscape district under the National/California Register criteria.</p>	<p><u>Cultural Landscapes</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> • The rich agricultural history and rural landscape should be considered as an important element in the CVSP process. <p>Recommendations for further review</p> <ul style="list-style-type: none"> • Additional evaluation is recommended to assess the integrity of Coyote Valley as a cultural landscape historic district and determine if the CVSP area qualifies for listing on either the National or California Register.

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

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<i>GEOLOGY AND SOILS</i>	
<p data-bbox="390 443 730 472" style="text-align: center;"><u>Potential Seismic Hazards</u></p> <p data-bbox="92 509 201 539"><i>Faulting</i></p> <p data-bbox="92 579 1029 748">There are two faults that require further evaluation to determine whether they are active, the Shannon and Coyote Faults. The City of San Jose generally requires that if indications of active faulting are found, appropriate setbacks for structures or recommendations for special foundation considerations be established as applicable.</p> <p data-bbox="92 1175 338 1205"><i>Undocumented Fill</i></p> <p data-bbox="92 1245 756 1274">Undocumented fills are located within the CVSP area.</p>	<p data-bbox="1352 443 1692 472" style="text-align: center;"><u>Potential Seismic Hazards</u></p> <p data-bbox="1056 509 1165 539"><i>Faulting</i></p> <p data-bbox="1056 579 1461 609">Planning Issues/Considerations</p> <ul data-bbox="1104 654 1982 966" style="list-style-type: none"> • As for all sites within the San Francisco Bay Area, the likelihood of at least one moderate to strong earthquake occurring during the life span of the development being planned for the CVSP area is considered high. • If active faulting is present in the CVSP area, appropriate setbacks for structures or recommendations for special foundation considerations may be recommended. If setbacks were recommended, this would be a major planning consideration for the preparation of the CVSP. <p data-bbox="1056 1006 1545 1036">Recommendations for further review</p> <ul data-bbox="1104 1081 1961 1141" style="list-style-type: none"> • Complete investigation to determine if active faulting is present in the CVSP area. <p data-bbox="1056 1182 1302 1211"><i>Undocumented Fill</i></p> <p data-bbox="1056 1252 1461 1281">Planning Issues/Considerations</p> <ul data-bbox="1104 1326 1965 1425" style="list-style-type: none"> • Existing undocumented fills may need to be removed and replaced with engineered fill. This is not a significant impediment to the CVSP planning process.

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Based on Technical Reports prepared in 2003, as amended

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SITE ANALYSIS	PLANNING CONSIDERATIONS
<p><i>Seismically-Induced Liquefaction</i></p> <p>Seismically induced liquefaction is a phenomenon of the CVSP area, as well as the entire Bay Area. Liquefaction results in the transformation of loose water-saturated soils from a solid state during groundshaking. Many elements influence the potential for liquefaction including the soil type, soil cohesion, and groundwater level. According to the Association of Bay Area Governments (ABAG), liquefaction potential within the CVSP area varies from low to very high. Areas of very high susceptibility are found in the Greenbelt area of the CVSP area, adjacent to Coyote Creek.</p> <p><i>Seismically-Induced Landsliding and Lateral Spreading</i></p> <p>The risk of slope instability is greater during major earthquakes than during other time periods. Mapping of the hillside areas in the northwestern portion of the North Coyote Valley area indicates that most of the hillside areas may be susceptible to seismically-induced landsliding and lateral spreading.</p>	<p><i>Seismically-Induced Liquefaction</i></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> A wide range of standard construction measures is employed throughout the Bay Area. Implementing standard measures to mitigate potential liquefaction hazards, such as soil densification or deep foundation systems, is not an impediment to the CVSP planning process. <p><i>Seismically-Induced Landsliding and Lateral Spreading</i></p> <p>Planning Issue/Considerations</p> <ul style="list-style-type: none"> This is not a significant impediment to the CVSP planning process and can be addressed with corrective grading or by establishing appropriate setbacks, the risks associated with landsliding during a seismic event can generally be reduced to acceptable levels.
<p><u>Potential Landslide Hazards</u></p> <p>Landslide areas are located in the northwestern portion of the North Coyote Valley area and the risk of instability of these areas is considered high.</p>	<p><u>Potential Landslide Hazards</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none"> When appropriate, setbacks of between 50 and 100 feet from the top and toe of the landslide areas, depending upon the size and type of landslide and the nature of the development that is planned, should be integrated into the planning process.

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<p style="text-align: center;"><u>Expansive Soils</u></p> <p>Moderately expansive soils are located within the CVSP area.</p>	<p style="text-align: center;"><u>Expansive Soils</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• This is not a significant impediment to the CVSP planning process and can be addressed by deepening the building foundations or by providing a layer of material with low expansion potential to reduce the effects of the expansive soils on foundations.
<p style="text-align: center;"><u>Creek Bank Erosion</u></p> <p>The banks of both Coyote and Fisher Creeks have not experienced rapid erosion, as evidenced by their heavily vegetated conditions. The rates of creek erosion, can however, be affected by development in or adjacent to the Plan area.</p>	<p style="text-align: center;"><u>Creek Bank Erosion</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• The CVSP planning process should be consistent with the City of San Jose's Riparian Corridor Policy, which generally requires a 100-foot setback from the top of bank or canopy edge, whichever is greater, to reduce the potential impacts associated with creekbank erosion.

<i>HAZARDOUS MATERIALS</i>	
<p><u>Hazardous Materials Contamination</u></p> <p>Given the number of acres of land within the CVSP area, there are relatively few locations of suspected or actual hazardous materials contamination. The presence of underground or above ground tanks on properties within these areas is not indicative of contamination. Further, while contamination cases within the Plan area have been closed by the regulatory agencies, there is a potential for residual contaminants to remain in the soil or groundwater at the site. Unreported releases are also likely within the CVSP area.</p>	<p><u>Hazardous Materials Contamination</u></p> <p>Planning Consideration/Issues</p> <ul style="list-style-type: none"> • This is not a significant impediment to the CVSP planning process due to the limited occurrences, which can be addressed by standard remediation techniques. <p>Recommendations for further review</p> <ul style="list-style-type: none"> • Prior to development of areas where contamination may be present, soil and/or groundwater testing is recommended to determine the extent of the contamination. Depending upon the extent and characterization of the spill/leak, impacted soil should be either be remediated on-site or removed and disposed of at appropriate facilities. Impacted groundwater should be similarly treated in accordance with all local, state, and federal regulations.
<p><u>Railroad Tracks</u></p> <p>The UPRR tracks extend from the southeast to the northeast through the Coyote Valley. Railroad right-of-ways have the potential for hazardous materials contamination because railroad cars may leak when they are parked on the tracks. In addition, assorted chemicals historically have been used for dust suppression and weed control along rail lines. For these reasons, impacted soil along the railroad tracks may be present within the CVSP area.</p>	<p><u>Railroad Tracks</u></p> <p>Planning Consideration/Issues</p> <ul style="list-style-type: none"> • The presence of the railroad tracks is an important consideration, but is not a significant impediment to the CVSP planning process.

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	<p>Recommendations for further review</p> <ul style="list-style-type: none">• Prior to development of areas adjacent to railroad tracks, soil testing is recommended to determine the extent of the contamination. Depending upon the extent and characterization of the contamination, impacted soil should be either be remediated on-site or removed and disposed of at appropriate facilities in accordance with all local, state, and federal regulations.
<p style="text-align: center;"><u>Lead</u></p> <p>Lead could occur within the CVSP area by way of the use of lead-based paints and lead containing pesticides and the production of automobile exhaust. The use of pesticides containing lead is discussed in the Agricultural Uses section, below. Prior to 1978, structures and fences were commonly painted with lead-based paints. Lead is often present in near-surface soil along heavily traveled roadways, such as Monterey Road and Santa Teresa Boulevard, due to the use of leaded gasoline for several decades.</p>	<p style="text-align: center;"><u>Lead</u></p> <p>Planning Consideration/Issues</p> <ul style="list-style-type: none">• This is not a significant impediment to the CVSP planning process and can be addressed with standard remediation techniques. <p>Recommendations for further review</p> <ul style="list-style-type: none">• It is recommended that soil quality along these roadways be evaluated prior to development.• It is recommended that the demolition of older structures be conducted according to the requirements of the Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations. If lead-based paint is peeling, flaking, or blistered, it should be removed prior to demolition.
<p style="text-align: center;"><u>Asbestos</u></p> <p>Asbestos -Containing Materials (ACMs) may be present in older buildings within the CVSP area. Asbestos is a naturally occurring mineral that is used in the production of certain types of building materials including roofing shingles, ceiling and floor tiles, etc. Exposure to asbestos can occur by breathing contaminated air, which can be generated during the demolition of structures with ACMs. Asbestos exposure is a health hazard.</p>	<p style="text-align: center;"><u>Asbestos</u></p> <p>Planning Consideration/Issues</p> <ul style="list-style-type: none">• This is not a significant impediment to the CVSP planning process and can be addressed with standard remediation techniques.

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	Recommendations for further review <ul style="list-style-type: none">• If demolition or renovation of existing structures is proposed, surveys should be conducted to determine the presence of ACMs according to the National Emissions Standards for Hazardous Air Pollutants guidelines. If ACMs are encountered, they should be removed according to all applicable local, state, and federal regulations.
<u>Undocumented Fill</u> <p>Stockpiles of undocumented fill associated with farming operations were observed throughout the Valley. Fill is also being imported to the Coyote Creek Golf Course to create landscaped mounds at the golf course.</p>	<u>Undocumented Fill</u> Planning Consideration/Issues <ul style="list-style-type: none">• This is not a significant impediment to the CVSP planning process and can be addressed with standard soil engineering techniques. Recommendations for further review <ul style="list-style-type: none">• Prior to development of areas where fill is present, the origin of the fill should be evaluated to assess whether it is impacted with contaminants. Depending upon the extent and characterization of the fill material, impacted soil could be either be remediated on-site or removed and disposed of at appropriate facilities.
<u>Agricultural Uses</u> <p>While most of the contamination from leaking storage tanks can be attributable to agricultural uses within the Valley, the use of fertilizers, pesticides, and herbicides for agricultural uses is also likely. Pesticides that persist in the environment and that have been banned for use, such as DDT, were likely used throughout the Valley. These pesticides were commonly applied in mixtures that also contained metals (arsenic, lead, and mercury).</p>	<u>Agricultural Uses</u> Planning Consideration/Issues <ul style="list-style-type: none">• This is not a significant impediment to the CVSP planning process and can be addressed with standard remediation techniques.

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	<p>Recommendations for further review</p> <ul style="list-style-type: none">• An assessment of soil quality in the Coyote Valley should be performed prior to development to identify areas of excessive concentrations of herbicides, pesticides, and associated metals.• Appropriate best management practices and techniques for sustainable agriculture uses in the Greenbelt should be considered.
<p><u>Water Supply Wells</u></p> <p>Numerous water wells are located within the Valley.</p>	<p><u>Water Supply Wells</u></p> <p>Planning Consideration/Issues</p> <ul style="list-style-type: none">• This is not a significant impediment to the CVSP planning process and can be addressed with standard management techniques. <p>Recommendations for further review</p> <ul style="list-style-type: none">• Ensure that wells are properly abandoned in accordance with applicable regulations if continued use is no longer intended.• Ensure water supply is available in the Greenbelt for sustainable agriculture uses.

<i>HYDROLOGY</i>	
<p><u>Groundwater Management And Water Supply</u></p> <p>Development within the CVSP area will require an adequate supply of high quality water for domestic, commercial, and industrial use, as well as continued agricultural demand in the Greenbelt. Estimates of water demand within the CVSP area are based on a desired maximum number of jobs and housing units, coupled with a range of demand factors including typical applied irrigation demand values. A realistic average ultimate water demand in the CVSP area is on the order of 18,000 acre-feet per year (for comparison purposes, the City of San Jose uses approximately 230,000 acre-feet of water per year).</p> <p>Doubling the volume of water extracted from the Sub-basin every year to meet the increased water demands expected from the development of the CVSP area, will reduce the amount of water stored in the basin and lower the water table. Therefore, recharge to the Sub-basin commensurate with the amount of water extracted will be required, since the Subbasin can only provide for two or three years of increased demand after ultimate development. Water operations in Coyote Valley require a balancing act to avoid high groundwater nuisance conditions, while maintaining the groundwater sub-basin flows to the Santa Clara Valley Sub-basin to the north.</p>	<p><u>Groundwater Management And Water Supply</u></p> <p>Planning Consideration/Issues</p> <ul style="list-style-type: none"> • Groundwater management and water supply is considered to be a significant consideration during the CVSP planning process. • Ongoing water resource management programs must be incorporated into the planning process. • The Santa Clara Valley Water District's (SCVWD) groundwater management programs for the Valley can be divided into three main categories: groundwater recharge, regional water supplies, and water use efficiency. The overall goals of the management programs are: sustaining groundwater supplies, mitigation of groundwater overdraft, minimization of land subsidence, protection recharge and pumping capabilities, and sustaining water storage reserves for dry period use. Consideration of these management programs should be included in the planning process. <p>Recommendations for further review</p> <ul style="list-style-type: none"> • The analysis required as part of SB610 has been commissioned and is under preparation.

	<p><i>Groundwater Recharge</i></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Areas with significant recharge capabilities should be protected during the planning process. <p>Recommendations for further review</p> <ul style="list-style-type: none">• The SCVWD has the ability to facilitate enhanced groundwater recharge. Based on available information, there is no reason to believe that there is a physical limitation to recharging an additional 6,000 to 14,000 acre-feet per year through the gravel bed of Coyote Creek into the Coyote Subbasin, and from the water bearing strata to deliver that water to municipal wells without severe drawdown. Detailed groundwater modeling is recommended to confirm this hypothesis. It should be noted that 14,000 acre-feet represents about 13 percent of the total capacity of Anderson and Coyote Reservoirs. <p><i>Regional Water Supplies</i></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Reliable water supply source(s) is a significant consideration for the planning process.• Imported water could be used to actively manage the recharge of the Coyote Subbasin; however, the impacts of doing so are regional in nature rather than local. This issue should be evaluated in the planning process.
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	<ul style="list-style-type: none">Adapting key regional and local facilities (particularly the Coyote Canal), to manage groundwater resources within the Subbasin can help to overcome water supply constraints. This issue should be evaluated in the planning process. <p><i>Water Use Efficiency</i></p> <p><u>Recycled Water Use</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">The South Bay Water Recycling Program (SBWRP) has completed an extension of its recycled water system as far south as Blanchard Road to provide recycled water to the Metcalf Energy Center; however, there are currently no plans to extend the system to the rest of Coyote Valley.Current development policy within San Jose calls for projects to include provisions for recycled water use, should the SBWRP distribution system eventually be routed to a particular location. Providing an opportunity for future recycled water use includes construction of dual water systems and the use of more drought and salt tolerant landscaping.Providing recycled water for landscaping and open space irrigation use should be evaluated in the planning process.
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	<p><u>Water Conservation Programs</u></p> <p>Planning Issues/Considerations</p> <p>This is not an impediment to preparing the CVSP. Best management practices for water conservation should be included in the planning process.</p>
<p><u>Floodplain Management</u></p> <p>Development in or near a natural floodplain has the potential to change that floodplain and affect flooding further downstream. The conversion of rural watersheds to more urban land uses tends to increase the percentage of impermeable ground cover, with commensurate increases in maximum watershed discharge rates and volumes.</p> <p>Flood control improvements have been developed for the North Coyote Valley area, which has been approved for the development of 6.6 million square feet of campus industrial uses. These improvements include a 269-acre flood control basin (Laguna Seca), Fisher Creek improvements, a new bypass channel, and levee improvements.</p> <p>Floodplain mitigation in North Coyote Valley assumes that runoff generated south of Bailey Avenue does not exceed existing condition discharge. The proposed development of the Mid-Coyote Valley area assumes that 75 percent of the area would be covered with impervious surfaces. Therefore, it is estimated that development of the Mid-Coyote area would approximately require an additional 600 acre-feet of floodplain storage for Fisher Creek.</p>	<p><u>Floodplain Management</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• This is a significant consideration for the CVSP planning process.• A floodplain storage facility (or facilities) similar to that planned within the North Coyote Valley area would be required. With average storage depths on the order of five feet, approximately 80 additional acres must be placed into Fisher Creek floodplain storage and existing floodplain storage must be maintained (505 acres).• Possible development along Coyote Creek would have a negligible impact on that creek's discharge and volume.

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Water Quality

Water quality can be considered both in terms of groundwater and surface water quality. Nitrates are the contaminants of primary concern within the Coyote Valley. Perchlorate contamination has not been identified for the CVSP area; however, it has been detected in the adjacent Llagas Subbasin. Its migration is being actively monitored by the SCVWD.

The City of San Jose is a co-permittee in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPP), meaning that it shares an individual National Pollutant Discharge Elimination (NPDES) permit for discharging to the San Francisco Bay with other members of the SCVURPPP. Since the CVSP area lies entirely within the watershed of the Bay, it will fall under the auspices of SCVURPPP. Groundwater quality within the Valley is generally considered to be good.

In October 2001, the Regional Water Quality Control Board changed the requirements for stormwater quality related to new development and redevelopment (C.3. Provisions). Overall, the requirements of the C.3. Provisions are to implement water quality treatment and to ensure that flows and duration of stormwater runoff do not increase as a result of new development or redevelopment.

Water Quality

Planning Issues/Considerations

- Groundwater quality is an important consideration, but not an impediment to the CVSP planning process. In the event that nitrate concentrations over the limit of drinking water standards are found, it is possible to treat and remove it from the groundwater supply.
- Surface water quality is a significant consideration for the CVSP planning process. Best management practices, including the storage of stormwater prior to outfall to a creek, would be implemented within the CVSP area. These BMPs must be sized according to either volume or flow design. By applying the volume design methodology, it has been estimated that development of the CVSP area would require a storage volume equivalent to about 0.02 acre-foot for every acre of development. Some dual uses may be possible with the creation of floodplain storage areas.

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TRANSPORTATION

Internal Travel Demand

Preliminary traffic modeling shows a relatively strong demand for roadway capacity within the CVSP area. Three major arterial streets will provide access within the CVSP area: 1) Santa Teresa Boulevard, 2) Coyote Valley Parkway, and 3) Monterey Road.

Additional right-of-way will likely be needed from adjacent parcels for the widening of Santa Teresa Boulevard to six lanes south of Bailey Avenue. It is anticipated that the roadway will be improved following the same general alignment. Coyote Valley Parkway is planned as previously described. There are physical constraints at the north end of the valley (Coyote Creek Narrows) that would significantly affect the cost of widening Monterey Road.

Trails and Bike Lanes

The Coyote Creek Trail runs through the entire Coyote Valley along Coyote Creek. Additional trails are identified on the Santa Clara County Trails Master Plan and the City of San Jose's Scenic Routes and Trails Map. There are currently no bike lanes along roadways within the CVSP area.

Internal Travel Demand

Planning Issues/Considerations

- The planning process should develop internal roadway capacity without introducing new intersections along Bailey Avenue east of Santa Teresa. This is because Bailey Avenue provides a key linkage between the CVSP area and the U.S. 101 freeway. The projected traffic volumes along Bailey Avenue are very high and it will be very important to minimize side street traffic volumes in order to maintain an acceptable level of service for commuters using Bailey Avenue. Because of the parallel Union Pacific railroad tracks, any additional right-of-way will need to be taken from the east side of the road where Coyote Creek is located. The widening of these streets should be taken into consideration during the preparation of the CVSP.
- Alternative plans that offset peak directional traffic flows and internalize trips, such as mixing housing and jobs throughout the North and Mid-Coyote Valley areas and avoiding locating all jobs in one area and all housing in another area, should be evaluated in the planning process.

Trails and Bike Lanes

Planning Issues/Considerations

- Integrated bike/pedestrian/alternatives to automobile transportation should be evaluated as a key component to the CVSP.

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	<ul style="list-style-type: none">Continued access to the Coyote Creek Trail from the CVSP area should be evaluated and opportunities for additional trails within the CVSP, including along Fisher Creek should be examined. Bike lanes should be considered along Santa Teresa Boulevard and some connector streets.
<p><u>Travel Demand Between CVSP Area and US 101 Freeway and McKean Road</u></p> <p>Principles of traffic modeling indicate there will be a strong demand between the CVSP area and the U.S. 101 freeway. This is because US 101 provides the best route to jobs located north and south of Coyote Valley.</p> <p>The San Jose General Plan shows a southward extension of Coyote Valley Parkway, interchanging with Monterey Road, overcrossing Coyote Creek and connecting to the existing interchange at U.S. 101. It appears that this is still a very desirable major street route. The route may involve a mixture of existing and new public right-of-way, and no specific alignment has been selected.</p> <p>The San Jose General Plan provides for Bailey Avenue to be improved as a Major Arterial connection between Coyote Valley and McKean Road, northerly to Harry Road. Bailey Avenue is shown in two alternative alignments between Santa Teresa Boulevard and McKean Road. The need for an improved connection is attributable to the commuting needs of an expected workforce of approximately 50,000 industrial jobs within the CVSP. Bailey/McKean is designated as a Rural Scenic Corridor on the General Plan Scenic Routes and Trails Diagram.</p>	<p><u>Travel Demand Between CVSP Area and US 101 Freeway and McKean Road</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">The interchanges at Coyote Creek Golf Course Drive (formerly named Scheller Avenue) is included in the San Jose 2020 General Plan Land Use Transportation Diagram and may provide the most advantageous way to provide a linkage between Central Coyote Valley and the freeway. This connection will require a grade-separated interchange at Monterey Road and a bridge over Coyote Creek. <p>Recommendations for further review</p> <ul style="list-style-type: none">Previous planning studies have shown that the Bailey Avenue improvements will be “triggered” once there are about 22,000 industrial jobs within the specific plan area. The future housing in the CVSP area may not create a significant demand for “Bailey Avenue over the Hill” for two reasons. First, there are no significant employment centers within Almaden Valley and second, it would be a long and slow route to the jobs located in northern Santa Clara County, when compared to Highway 101. These assumptions should be verified by preliminary traffic analysis for consideration in the planning process.

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	<ul style="list-style-type: none">The preferred roadway alignment for the Bailey Avenue over the hill extension should be determined based on substantial scientific environmental information. Minimizing environmental impacts should be a primary consideration.
<p><u>Safely accommodating Travel Demand across the Union Pacific Railroad Tracks</u></p> <p>Due to safety hazards, the general objective should be to eliminate all at-grade railroad crossings through the CVSP area.</p>	<p><u>Safely Accommodating Travel Demand across the Union Pacific Railroad Tracks</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">It is recommended that the circulation plan for CVSP should not add traffic to any at-grade railroad crossings. Palm Avenue should not be widened at its intersection with Monterey Road; but it should remain in its current form (e.g. 2-lane rural roadway serving the existing neighborhood) or if widening is deemed necessary, a grade-separated crossing of the railroad should be constructed in conjunction with an intersection with Monterey Road.
<p><u>Enhancing Transit Services within Coyote Valley</u></p> <p>There are a number of potential transit service opportunities that should be considered in developing the Coyote Valley Specific Plan. A Caltrain station is already planned in North Coyote Valley as an element of the Coyote Valley Research Park project. This station will primarily serve the needs of workers commuting to jobs within the campus industrial area. The magnitude of housing being planned for the CVSP area is sufficient to support another Caltrain station, perhaps also including a park and ride facility. There is currently VTA bus service on Santa Teresa Boulevard.</p>	<p><u>Enhancing Transit Services within Coyote Valley</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">Caltrain station locations should be evaluated as part of the planning process. One Coyote Valley Caltrain station location alternative would probably be near the intersection of Coyote Valley Parkway and Monterey Road. A station at this location may be convenient for the future residents, as well as for commuters on Monterey Road and U.S. 101. A station at this location might also become a logical terminus for a possible future light rail line extension, creating a major multimodal transportation transfer center analogous to Tamien or Diridon Station.

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	<ul style="list-style-type: none">Although VTA does not currently provide local bus service through Coyote Valley on Monterey Road, the development potential along the road and the possibility of connecting to one or more Caltrain stations may provide a significant incentive for new bus service.
<p><u>Out-of-Valley Transportation Planning Issues</u></p> <p>The development of Coyote Valley will occur within an already heavily developed county, which has many existing traffic capacity problems. The most significant of these issues are:</p> <ul style="list-style-type: none">Adequacy of U.S. 101 freeway capacity to serve other planned developments (north and south of Coyote Valley),Increases in travel demand from the eventual utilization of buildings already constructed in the Silicon Valley region, north of Coyote Valley, but currently unoccupied (as reported in early 2004, approximately 60 million square feet of vacant office and industrial buildings which represent approximately 200,000 jobs or employees), andTraffic impacts attributable to the commuting needs for those residents of the CVSP area who would work outside the valley.	<p><u>Out-of-Valley Transportation Planning Issues</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">The adequacy of U.S. 101 freeway capacity is a significant issue which will be further studied through the specific plan process.The City and Santa Clara Valley Transportation Authority (VTA) have identified, and in some cases are proceeding on, operational improvements on US 101 between the I-280/I-680 interchange and the Blossom Hill Road/Silver Creek Valley Road interchange. These improvements primarily consist of modifications to existing interchanges and additional auxillary lanes.The Planning process should evaluate methods to reduce out-of-valley traffic impacts including increasing the opportunities for trips to be made <i>within</i> the valley. The large concentration of employment proposed for the CVSP area will help contain many work trips; but, it will also be important to provide a comprehensive mix of land uses in order to help contain other kinds of trips. These will include school, shopping, personal business, and recreational trips.

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<i>LAND USE</i>	
<u>Land Use Compatibility</u>	<u>Land Use</u>
<p><i>Hazardous Materials</i></p> <p>Existing land uses within the CVSP area are primarily agricultural in nature and include greenhouses/nurseries and orchards. The Hamlet of Coyote includes residential, commercial, and industrial land uses and there is an area of residential uses located between Santa Teresa Boulevard and Monterey Road, north of Palm Avenue. Additionally, there are some commercial and industrial uses located along Monterey Highway. Agricultural and industrial uses can have the potential for hazardous materials contamination due to leaking tanks, spills, or the long-term use of pesticides and fertilizers.</p> <p><i>Noise</i></p> <p>The mainline Union Pacific Railroad (UPRR) tracks run through Coyote Valley, adjacent and parallel to Monterey Road and constitute a significant noise source with additional operations planned in the future.</p>	<p><i>Hazardous Materials</i></p> <ul style="list-style-type: none">Recommendations regarding the remediation of hazardous materials are described under <i>Hazardous Materials</i>. <p><i>Noise</i></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">Noise sensitive land uses, including schools, residences, and parks need to be planned with sufficient setbacks from rail and/or sound attenuation measures. Appropriate setbacks should be taken into account during the preparation of the CVSP.
<u>Monterey Road and UPRR Tracks</u>	<u>Monterey Road and the UPRR Tracks</u>
<p>Monterey Road and the adjacent UPRR tracks travel through the eastern side of the CVSP area. At-grade crossings of the UPRR tracks would be unsafe and the widening of Monterey Road is constrained by both the UPRR tracks and Coyote Creek (in the northern portion of the CVSP area).</p>	<ul style="list-style-type: none">These transportation facilities are important planning considerations for the development of the CVSP area. At grade crossings of UPRR tracks should be avoided as described under <i>Transportation</i>.

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<p style="text-align: center;"><u>Williamson Act Contracts</u></p> <p>There are 14 properties (approximately 230 acres) within the North and Mid-Coyote areas that are under Williamson Act Contracts. All but one of them are on-going, meaning that the property owners have not applied to be released from the contract. Therefore, approximately 220 acres are currently under Williamson Act Contracts within the CVSP area. Approximately 41 additional properties within the Greenbelt are under Williamson Act Contracts.</p> <p>In order to relinquish properties from Williamson Act Contracts, either the nonrenewal process must be initiated or the contract must be cancelled. The existence of an opportunity for another use of the property is not sufficient reason for cancellation. In addition, the uneconomic character of an existing agricultural use shall not, by itself, be a sufficient reason to cancel a contract. The landowner must pay a cancellation fee equal to 12 1/2 percent of the cancellation valuation of the property.</p>	<p style="text-align: center;"><u>Williamson Act Contracts</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Williamson Act contracts would not be a significant impediment to the planning process. In order to facilitate development of the fourteen (14) properties within the CVSP that are under Williamson Act Contracts, the planning process should address the timing of City initiation of the nonrenewal process.• It takes nine years to complete the nonrenewal process, which can be initiated either by the property owner or the local government.• Only the landowner can petition to cancel a contract. To approve a tentative contract cancellation, a county or city must make specific findings that are supported by substantial evidence.
<p style="text-align: center;"><u>Prime Farmland</u></p> <p>The CVSP and Greenbelt areas consists primarily of “Prime Farmland”, as defined by the State of California. Pockets of “Farmland of Statewide Importance” and “Grazing Lands” are also located within the CVSP area.</p>	<p style="text-align: center;"><u>Prime Farmland</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• The elimination of agricultural uses on prime farmlands within North and Mid Coyote cannot be avoided while developing urban uses. <p>Recommendations for further review</p> <ul style="list-style-type: none">• Opportunities for sustainable agriculture uses within the Greenbelt area should be considered and evaluated.

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

Based on Technical Reports prepared in 2003, as amended

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<p style="text-align: center;"><u>Utilities</u></p> <p>Underground utilities are located in primarily within Monterey Road, Bailey Avenue, and Santa Teresa Boulevard within the CVSP area. Fiber optic lines are within the UPRR right-of-way. The Cross Valley Pipeline (SCVWD) which transports water from Anderson Reservoir to Calero Reservoir is located within the Valley generally north of Burnett Avenue to Santa Teresa Boulevard to San Bruno Avenue where it will travel along the base of the western foothills, over the Santa Cruz Mountains to the Calero Reservoir.</p>	<p style="text-align: center;"><u>Utilities</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Water, sanitary sewer, natural gas, and electricity need to be provided to areas of the CVSP not currently served by these utilities. This is not an impediment to the planning process. A “Master Plan” for an “Underground Utilities District” should be prepared as part of the planning process.
<p style="text-align: center;"><u>Visual Resources/Open Space</u></p> <p>The visual character of Coyote Valley is predominantly one of open space afforded by agricultural uses, the Coyote Creek parkchain and golf course, and the rolling expanses of surrounding hillsides. This visual open space is apparent to travellers along US 101 and Monterey Road, AMTRAK passengers, and to existing Coyote Valley residents.</p>	<p style="text-align: center;"><u>Visual Resources/Open Space</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Preservation of visual open space, view corridors, and the points of view from the valley floor (below the 15% slope line) is an important consideration for the planning of CVSP.

INFRASTRUCTURE AND UTILITIES

Storm Drainage Facilities

Existing storm drain system within the CVSP area includes systems within Santa Teresa Boulevard and Bailey Avenue. There are little or no formal drainage systems or facilities within the CVSP area, except for a series of roadside ditches and culverts that convey waters to Fisher and Coyote Creeks.

Storm Drainage Facilities

Planning Issues/Considerations

- Storm drainage facilities will be required for Monterey Road. In addition, the storm drainage facilities should be designed to conform to the requirements of the NPDES Construction Activity Stormwater Permit administered by the RWQCB, as part of the SCVURPPP.

Sanitary Sewer and Wastewater Facilities

Existing public sanitary sewer facilities are located within the North Coyote Valley area. The remainder of the CVSP area relies on private septic tanks. Preliminary studies indicate that the existing pipe in Santa Teresa Boulevard has the carrying capacity for these peak flows. It is anticipated that the development proposed for the CVSP area (50,000 jobs and a minimum of 25,000 dwelling units) would generate peak flows of 12.6 mgd. The average flow would be approximately 9.6 mgd.

Coyote Valley lies approximately 20 miles south of the WPCP where sewage treatment is provided. Current sewage treatment is below the historic maximum flow of 130 mgd that was experienced in 2000-2001. The WPCP is currently operating under an order that limits discharge to the San Francisco Bay to 120 mgd. Wastewater reclamation has been implemented that represents up to 15 mgd. This reclamation serves to reduce the discharge to the Bay, keeping it below the 120 mgd limit.

Sanitary Sewer and Wastewater Facilities

Planning Issues/Considerations

- The Water Pollution Control Plant (WPCP) has capacity to treat sewage flows from Coyote Valley, however, due to discharge constraints, the reclamation of a substantial fraction (if not all) of the wastewater generated in Coyote Valley should be evaluated as part of the planning process.

Recommendations for further review

- Additional modeling should be conducted to determine adequate pipe capacity and condition north of the CVSP area.

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

Based on Technical Reports prepared in 2003, as amended

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<p style="text-align: center;"><u>Potable Water</u></p> <p>Existing water supply lines are located in Bailey and Santa Teresa Boulevard, north of the Urban Services Boundary. Water is provided in this area by both Great Oaks and San Jose Municipal Water Companies. Private water wells are used throughout the CVSP area.</p>	<p style="text-align: center;"><u>Potable Water</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Additional wells would be required to provide potable water to the CVSP area. This water could be provided from within the Valley; however, this would require water resource management as described in <i>Hydrology</i>. Water tanks for storage will also be needed.
<p style="text-align: center;"><u>Recycled Water</u></p> <p>See <i>Hydrology</i>, above. City of San Jose is currently constructing an extension of the recycled water pipeline to serve the Santa Teresa and Silver Creek Communities.</p>	<p style="text-align: center;"><u>Recycled Water</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• A water recycling Master Plan should be developed in conjunction with the preparation of the CVSP.
<p style="text-align: center;"><u>Electricity</u></p> <p>Existing overhead utility lines and towers provide electricity through the Coyote Valley. Additional supplies and lines will be required for the CVSP area. The construction of the Metcalf Energy Center may allow for the extension of electricity to the Valley.</p>	<p style="text-align: center;"><u>Electricity</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• PG&E and Calpine should be consulted regarding the extension of electrical power to the CVSP area. Existing lines may require expansion or upgrading to serve the CVSP area. Two or three electrical substations could be required for the development of the CVSP. This should be taken into account during the planning process.

COYOTE VALLEY SPECIFIC PLAN PLANNING CONSIDERATIONS

Based on Technical Reports prepared in 2003, as amended

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<p style="text-align: center;"><u>Natural Gas</u></p> <p>Natural gas service is limited mostly to the North Coyote Valley area with utilities within Santa Teresa Boulevard and Monterey Road. Natural gas lines also run adjacent to US 101.</p>	<p style="text-align: center;"><u>Natural Gas</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• PG&E should be consulted regarding the extension of natural gas service to the CVSP area. The installation of gas lines throughout the area will be required and future needs will be evaluated during the planning process.
<p style="text-align: center;"><u>Communications</u></p> <p>Communication services area provided within the CVSP area by SBC Communications (telephone) and Comcast Corporations (cable). Telephone lines are located throughout the CVSP area.</p>	<p style="text-align: center;"><u>Communications</u></p> <p>Planning Issues/Considerations</p> <ul style="list-style-type: none">• Proper planning and formal requests to providers will be required for the extension of communication service to the CVSP area. Future needs should be evaluated during the CVSP planning process.

CITY OF SAN JOSE

Coyote Valley Specific Plan

Glossary of Terms

COMMONLY USED TERMS

CONTENTS:

1. 15% Slope Line
2. Annexation
3. CEQA
4. Density
5. “Developed/Improved” Lots
6. Floor Area Ratio
7. General Plan
8. General Plan Designations
9. Greenline/Urban Growth Boundary
10. Intensity of Land Use
11. LAFCO
12. Land Use
13. Prezoning
14. Specific Plan
15. Subdivisions
16. Unincorporated Area
17. Urban Service Area
18. Urban Services
19. Williamson Act Contract
20. Zoning

1. 15% Slope Line

The fifteen percent slope line, as a general planning criterion, defines the limit of encroachment of urban land uses into the hillsides that border the valley floor. Areas above the fifteen percent slope line should remain outside the Urban Service Area boundary.

2. Annexation

Annexation is the process by which real property becomes a part of the City. It entitles the property owner to the wide range of municipal services that the city can provide. In San Jose, annexations are typically “reorganizations,” whereby land is annexed to a city, and simultaneously, detached from special districts, such as fire or sanitary districts.

3. CEQA

The California Environmental Quality Act (CEQA) requires developers to disclose the potential environmental impacts resulting from the construction of a project. This information helps local officials to make informed decisions about whether to permit discretionary projects and, if so, with what conditions and or mitigation measures.

4. Density

A measure of the number of housing units per acre.

5. “Developed/Improved” Lots

Lots with structures or buildings are considered developed or improved lots.

6. Floor Area Ratio

It is the gross floor area of a structure divided by the total lot area.

7. General Plan

Per State law, the City’s General Plan, San Jose 2020, is the official statement concerning its future character, land use patterns, and quality of development. It is a comprehensive, long-term plan to guide the future development and growth in San Jose. It is the City’s single most important planning document.

The San Jose 2020 General Plan describes the amount, type, and phasing of development needed to achieve the City’s social, economic, and environmental goals. It addresses a wide range of development issues, including housing, traffic, natural resources, land uses and public safety.

Under State law, all subdivisions must be consistent with the communities General Plan.

8. General Plan Designations

General Plan designations identify uses and densities for which individual properties may be used. The San Jose 2020 General Plan’s Land Use/Transportation Diagram shows designated land uses, such as Agriculture and Public Park/Open Space, and illustrates the strong link between land use and the transportation network.

9. Greenline/Urban Growth Boundary

The Greenline/Urban Growth Boundary is a strategy to define the ultimate perimeter of urbanization in San Jose. It sets the limits to urban development, and is intended to define where the City begins and ends and to preserve valuable open space resources. The Urban Growth Boundary reflects the strong, long-lasting commitment to both the City of San Jose and the County of Santa Clara that urban development should only occur within the Urban Service Areas of cities where urban development can safely and reasonably be accommodated and where urban services can efficiently be provided.

10. Intensity of Land Use

For housing, this is measured as the number of housing units per acre. For non-residential uses, this is measured either as the number of employees per acre or the Floor Area Ratio (see separate definition).

11. LAFCO

LAFCO is the Local Agency Formation Commission, which is empowered by state legislation to govern annexations, and changes in the boundaries and organization of cities and special districts.

12. Land Use

Description of what physical structures are actually on a piece of land, as well as what types of activities commonly take place on it. Some land use examples are housing, commercial activities, agriculture, and parkland. Land use planning determines where specific structures/activities should be located.

13. Prezoning

Prezoning is a procedure that establishes zoning for a parcel prior to its annexation. A prezoning does not become effective until the property is annexed to the City of San Jose.

14. Specific Plan

A specific plan is a more detailed land use plan and policy document for a smaller geographic area of the City that serves to further the goals of the General Plan. Specific plans provide detailed direction for development, including the type, location and intensity of uses. They address future public facilities (e.g. parks and schools) and infrastructure (e.g. roads and sewers) needed to support development, as well as a program of implementation measures and a financing plan. Specific plans must comply with explicit requirement of State law and be consistent with the major strategies, goals, and policies of the General Plan. They must also comply with adopted City Council policy and ordinance on Specific Plans.

15. Subdivision

Any division of land for the purpose of sale, lease or finance. All subdivisions must conform to the Zoning Ordinance and the General Plan. No new lot line may create a violation of setbacks, minimum lot size, frontage requirements, or other Zoning Ordinance or General Plan standard.

16. Unincorporated Area

An unincorporated area is real property, which has not been annexed into a city. Unincorporated areas are subject to the County's land use regulations (i.e., County zoning), and generally do not benefit from the various municipal services that are available to those properties annexed into a City.

17. Urban Service Area

The Urban Service Area is the area where a full complement of urban services (e.g. sewer, water, etc.) provided by the City and other public agencies is generally available, and where urban development requiring such services should be located.

18. Urban Services

Urban services refer to services such as police and fire protection, sewage treatment, water supply, and road maintenance. The City of San Jose provides these urban services to developments that are incorporated into the City and within the Urban Service Area boundary.

19. Williamson Act Contract

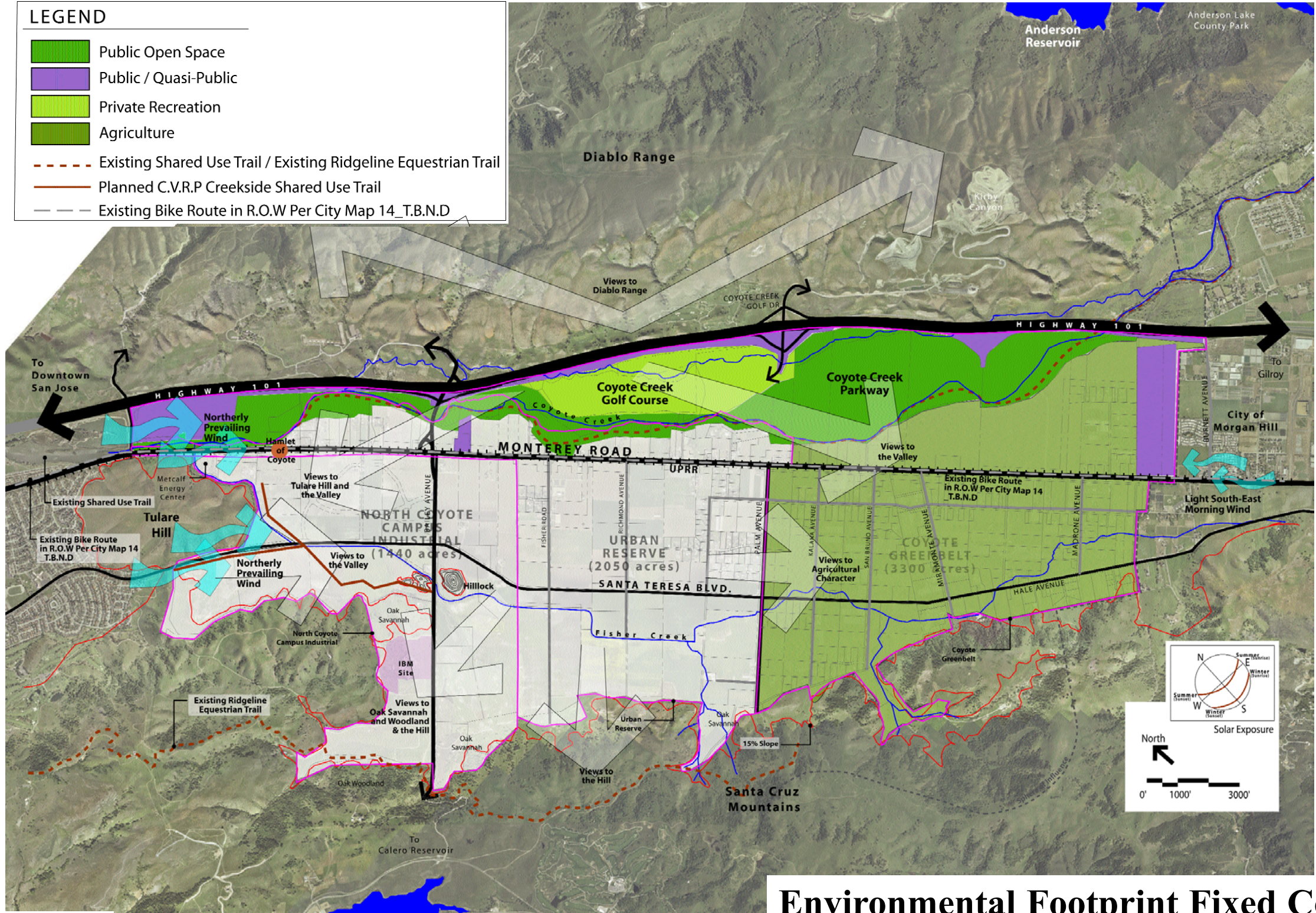
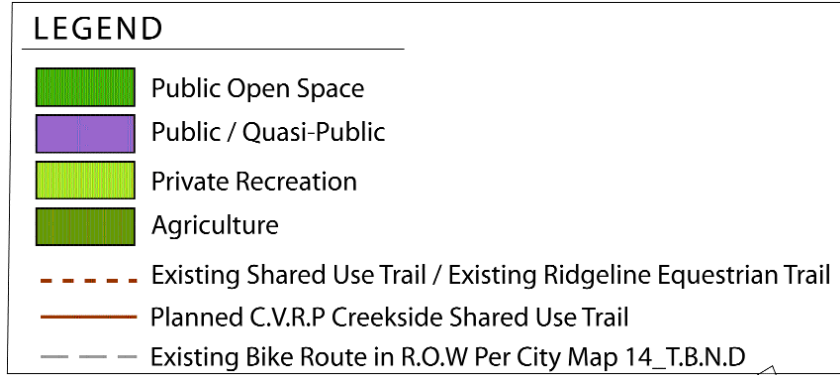
Williamson Act contracts are used in California to conserve open space and agricultural lands by providing property tax reductions in return for agreements with landowners to keep the land in agriculture or its natural state. Once contracts in place, landowners must apply for non-renewal in order to become eligible to subdivide or change the use of the land to other than those allowed under Williamson Act contracts, also referred to as Williamson Act Compatible Uses List. Under most situations, contracts are not fully terminated for ten years from the approval of application for non-renewal, unless a request for immediate contract cancellation is approved.

20. Zoning

Zoning is the way in which the City establishes the use and development standards of individual properties. The City's Zoning Ordinance provides the land use regulations to carry out the policies set forth in the San Jose 2020 General Plan. Zoning regulates the intensity of land uses, and the height, bulk and setback of structures on a site, and in doing so ensures that land is used in a manner that best serves the health, safety, and general welfare of the entire community.

CHAPTER II: Environmental Footprint Formulation

EXISTING CONDITIONS



- Source:**
1. City General Plan, Coyote Valley Specific Plan, prepared by HMH Engineers
 2. Existing Land Use, Coyote Valley Specific Plan, prepared by HMH Engineers
 3. Existing Parcelization Map, Dated Sept. 08, 2003, Coyote Valley Specific Plan, prepared by HMH Engineers
 4. Coyote Valley Hydrology Study for the City of San Jose, Administrative Draft, prepared by Schaaf & Wheeler
 5. Coyote Valley Biological Assessment, Draft, prepared by Wetlands Research Associates, Inc
 6. San Francisco Bay Wind Archives, prepared by USGS web site

Note:
Information is preliminary and subject to revision



CITY OF SAN JOSE

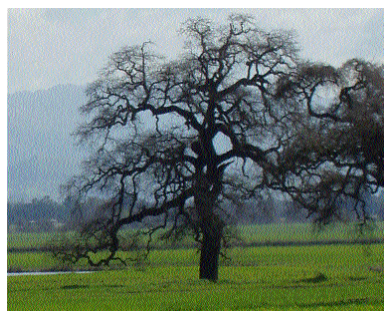
COYOTE VALLEY SPECIFIC PLAN

Environmental Footprint Fixed Components




Prepared by: KenKay Associates

DRAFT May 18, 2004 CVSP

CULTURAL RESOURCES



LEGEND

-  Prehistoric Resources, evaluated for potential inclusion on the National/California Register
-  Historic and Architectural Resources, recorded or evaluated for potential inclusion on the National/California Register
-  Arboricultural Resources, recorded or evaluated for potential Arboricultural Resources

Summary:

Prehistoric Resources

6 of the total 35 prehistoric archaeological sites have been evaluated and determined to be eligible for inclusion for National / California Registers. These sites include a former major village site, temporary camps, workshops, burial locations and a Native American trail.

- 1. Approximate Area of Prehistoric Sensitivity**
- 2-5.** Prehistoric sites have been evaluated and found to be eligible for inclusion for National/California Registers.

Historic and Architectural Resources

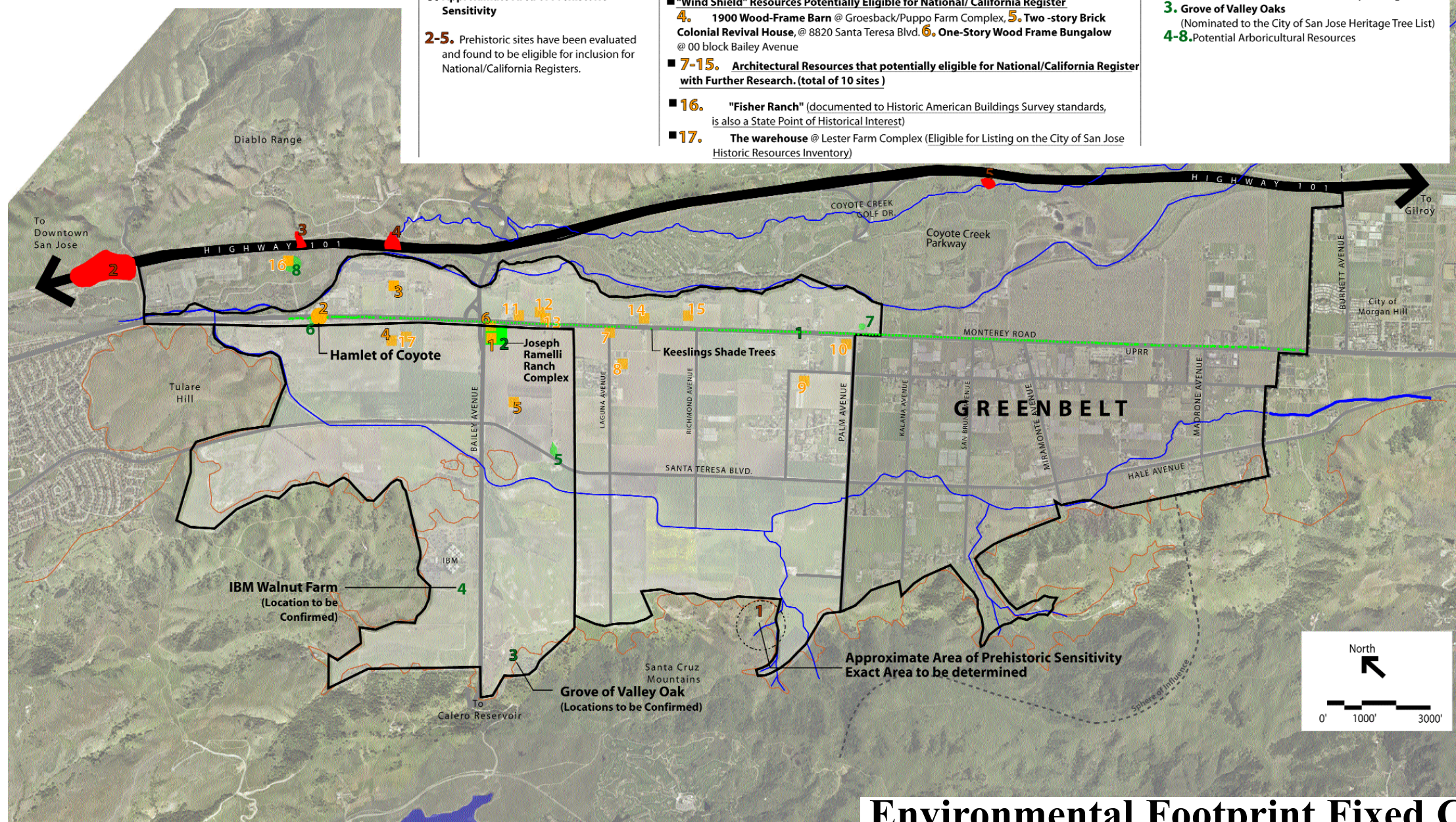
8 architectural resources have been determined, potentially eligible, a potential district, or evaluated as Identified Structure on a local list. 12 other architectural resources were identified during a preliminary windshield survey as being potentially eligible for the Register, with further research required.

- **Resources Eligible for National/ California Register**
 - 1** The Joseph Ramelli Ranch Complex is eligible on the National Register of Historic Places.
- **Resources Potentially Eligible for National/ California Register**
 - 2.** Hamlet of Coyote (Historic District), The Coyote Depot Complex and The Coyote Grange Hall
 - 3.** Tom Sugishita House
- **"Wind Shield" Resources Potentially Eligible for National/ California Register**
 - 4.** 1900 Wood-Frame Barn @ Groesback/Puppo Farm Complex, **5.** Two -story Brick Colonial Revival House, @ 8820 Santa Teresa Blvd. **6.** One-Story Wood Frame Bungalow @ 00 block Bailey Avenue
- **7-15.** Architectural Resources that potentially eligible for National/California Register with Further Research. (total of 10 sites)
- **16.** "Fisher Ranch" (documented to Historic American Buildings Survey standards, is also a State Point of Historical Interest)
- **17.** The warehouse @ Lester Farm Complex (Eligible for Listing on the City of San Jose Historic Resources Inventory)

Arboricultural Resources

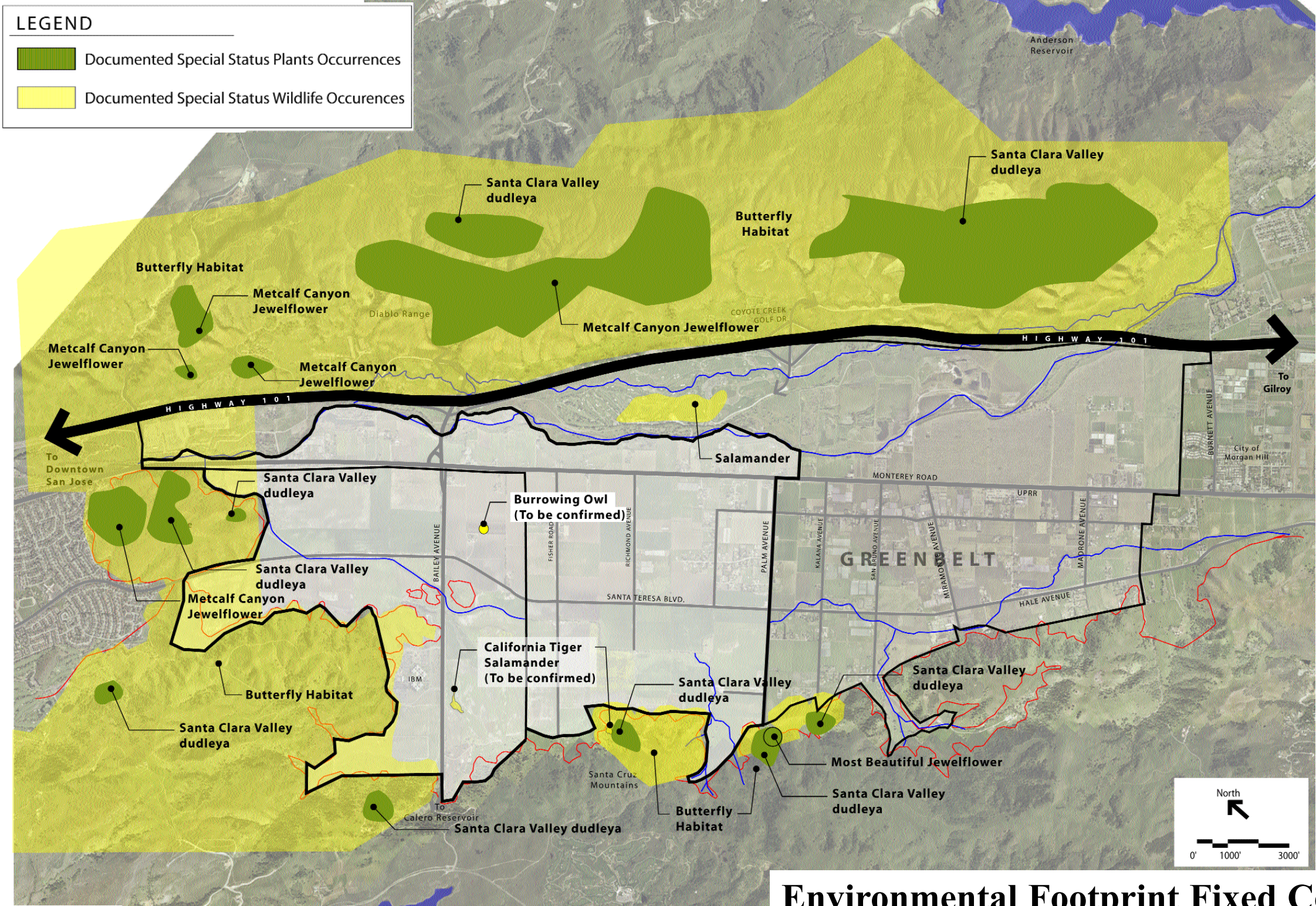
8 arboricultural resources have been identified and should be considered a priority to save them and incorporate them into the CVSP

- 1. "Keesling's Shade Trees"**
(Listed on the Santa Clara County Level, and evaluated for National Register)
- 2. Valley Oaks**
(Considered to be Santa Clara Country heritage trees)
- 3. Grove of Valley Oaks**
(Nominated to the City of San Jose Heritage Tree List)
- 4-8.** Potential Arboricultural Resources



Source:
1. Cultural Resources Report, Coyote Valley Specific Plan (CVSP), City of San Jose, Santa Clara County, CA. Administrative draft for City of San Jose, Prepared by Basin Research Associates, Inc, 2004
2. Draft CVSP Planning Consideration, by City of San Jose
Note:
Information is preliminary and subject to revision

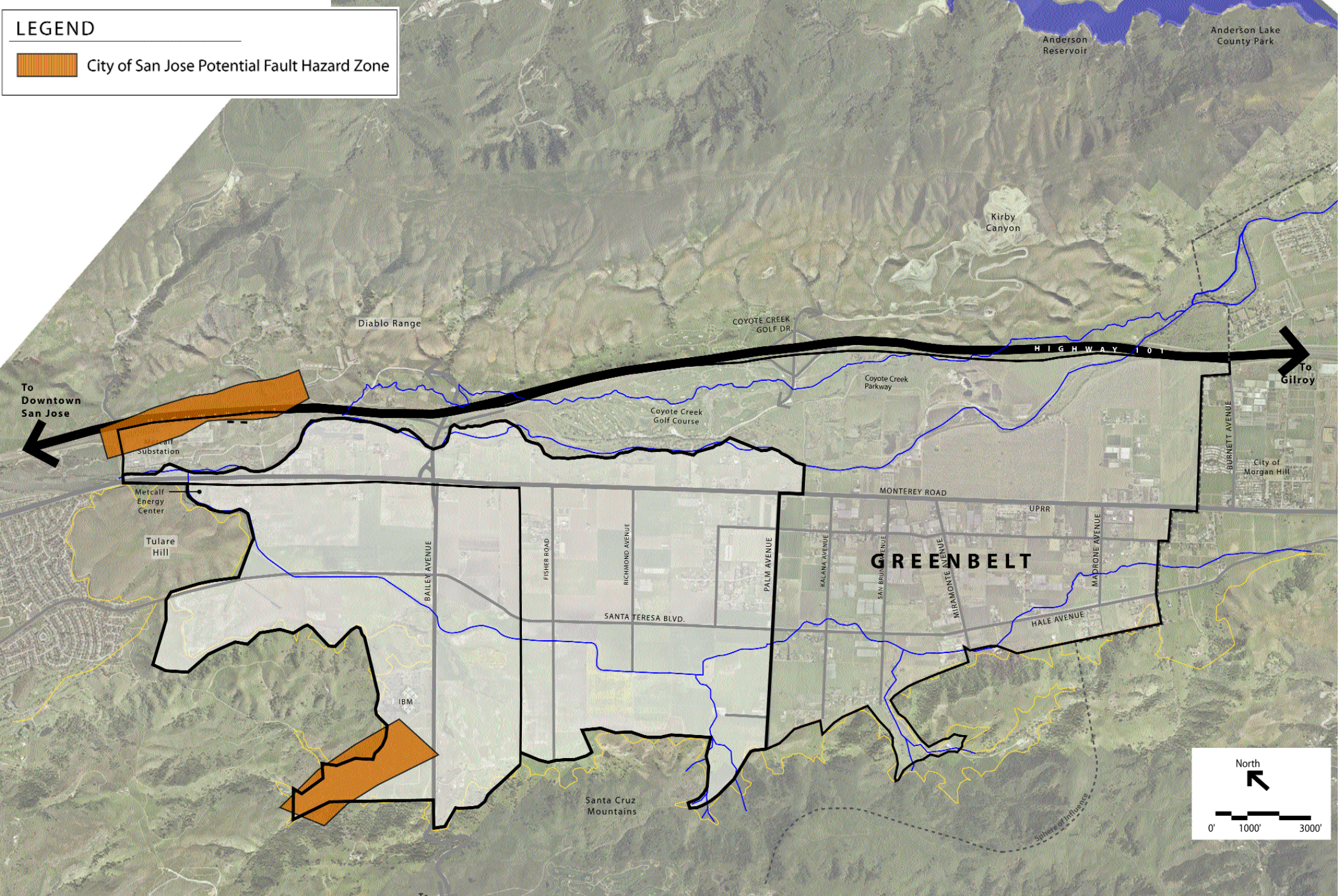
BIOLOGICAL ASSESSMENT



Source:
1. Biological Assessment, Coyote Valley Specific Plan, San Jose, California, Prepared by Wetlands Research Associates, 2004

Note:
Information is preliminary and subject to revision

GEOTECHNICAL



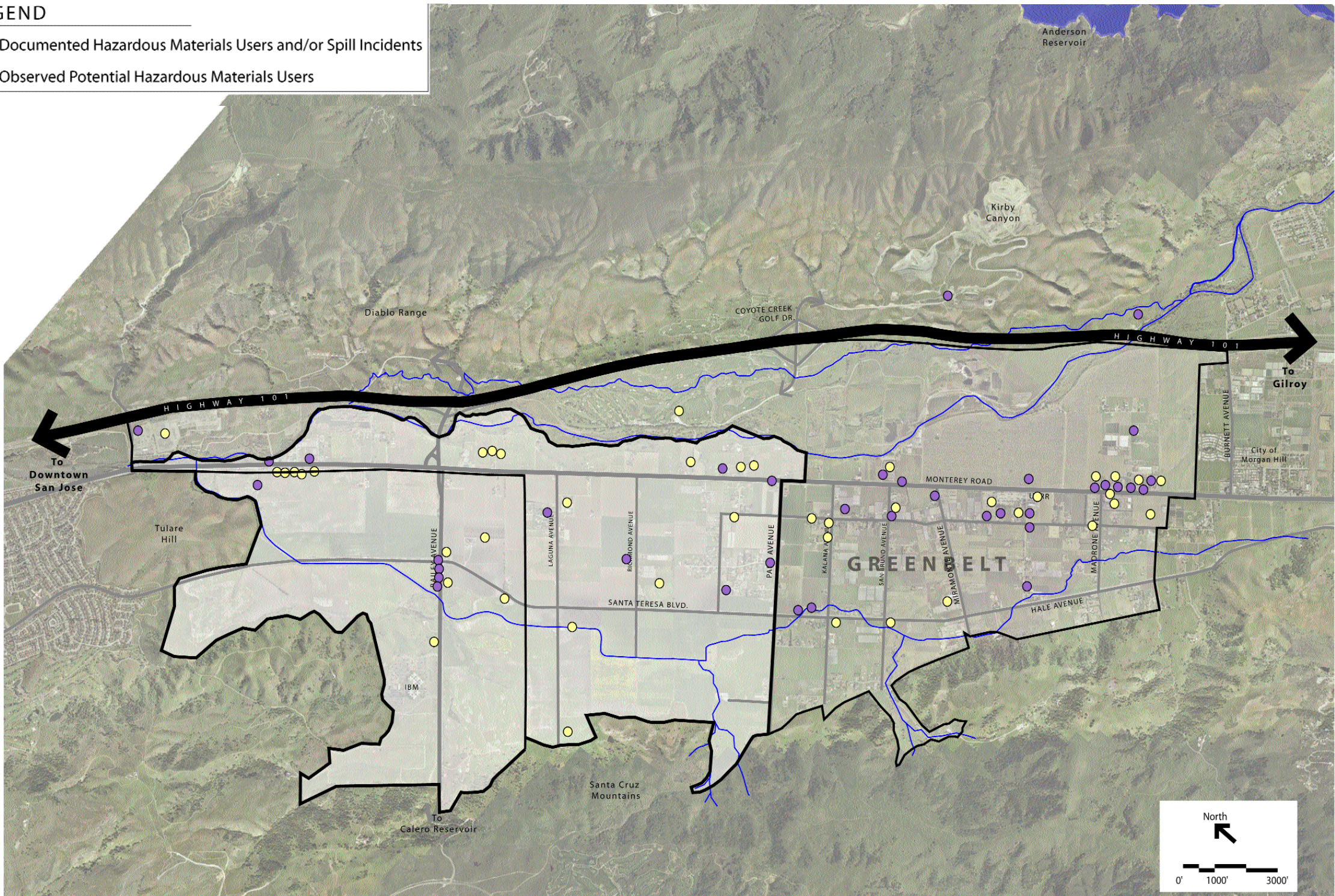
Source:
1. Hazardous Material Evaluation, Coyote Valley Specific Plan, City of San Jose, CA, "Administrative Plan", 2003, prepared by ENGEO Incorporated.

Note:
Information is preliminary and subject to revision

HAZARDOUS MATERIALS EVALUATION

LEGEND

- Documented Hazardous Materials Users and/or Spill Incidents
- Observed Potential Hazardous Materials Users

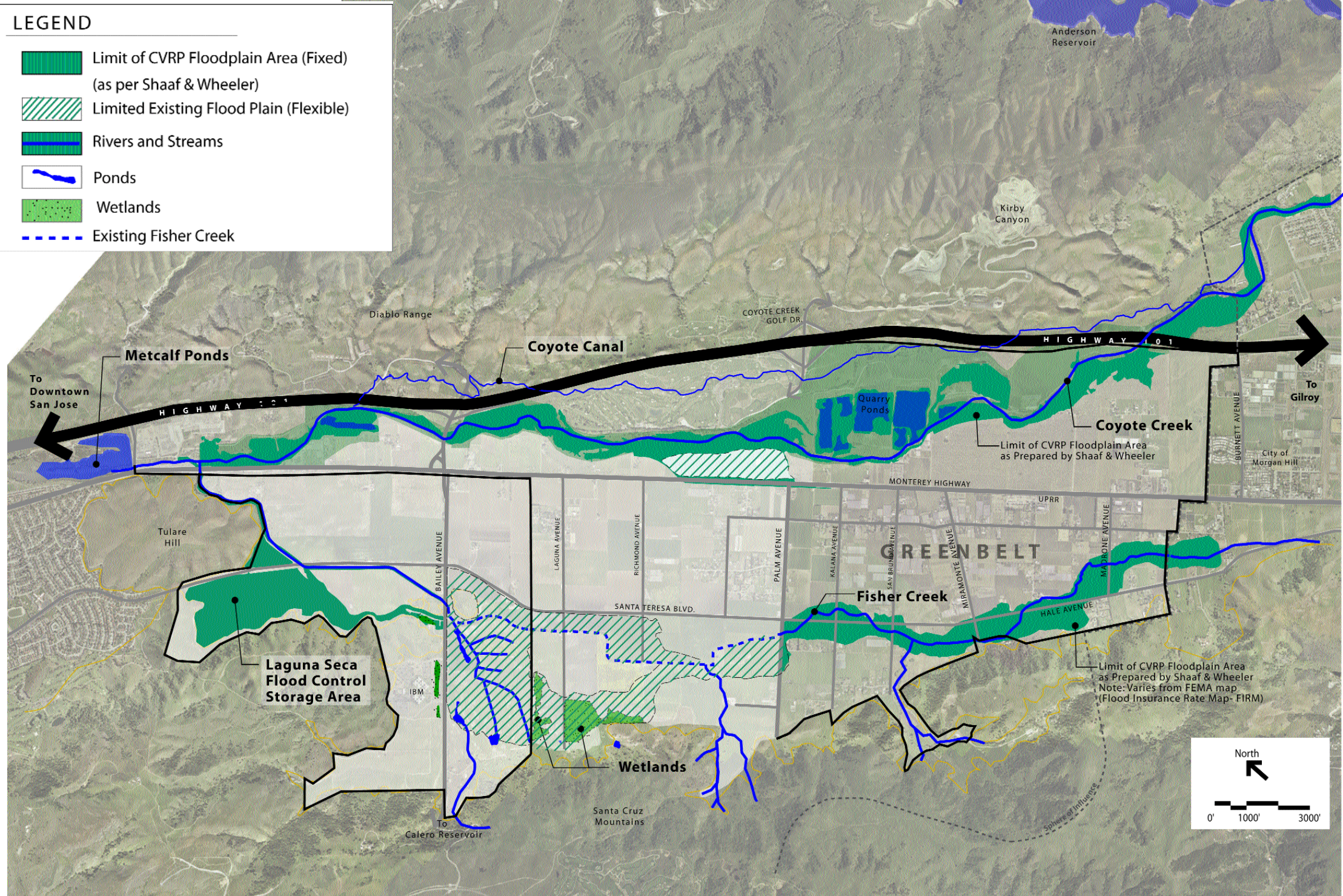


Source:
1. Hazardous Materials Evaluation, Coyote Valley Specific Plan, San Jose, California, Administrative Draft, prepared by Lowney Associates, 2003

Note:
Information is preliminary and subject to revision



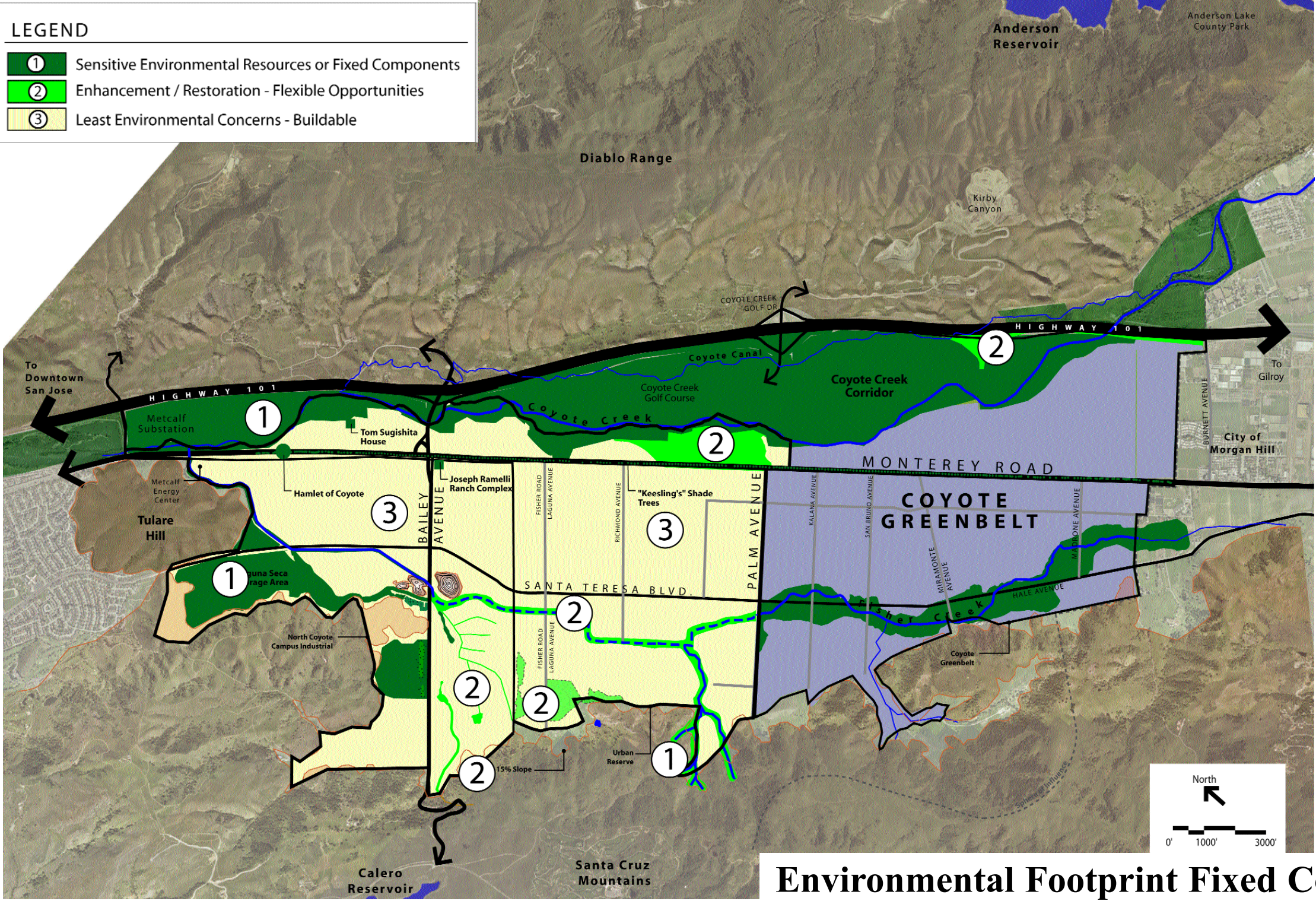
HYDROLOGY



Source:
1. Coyote Valley Hydrology Study for the City of San Jose, "Administrative Draft", Prepared by Schaaf & Wheeler, 2003
2. Coyote Valley Biological Assessment, Draft, Prepared by Wetlands Research Associates, Inc. 2004

Note:
Information is preliminary and subject to revision

COMPOSITE PLAN



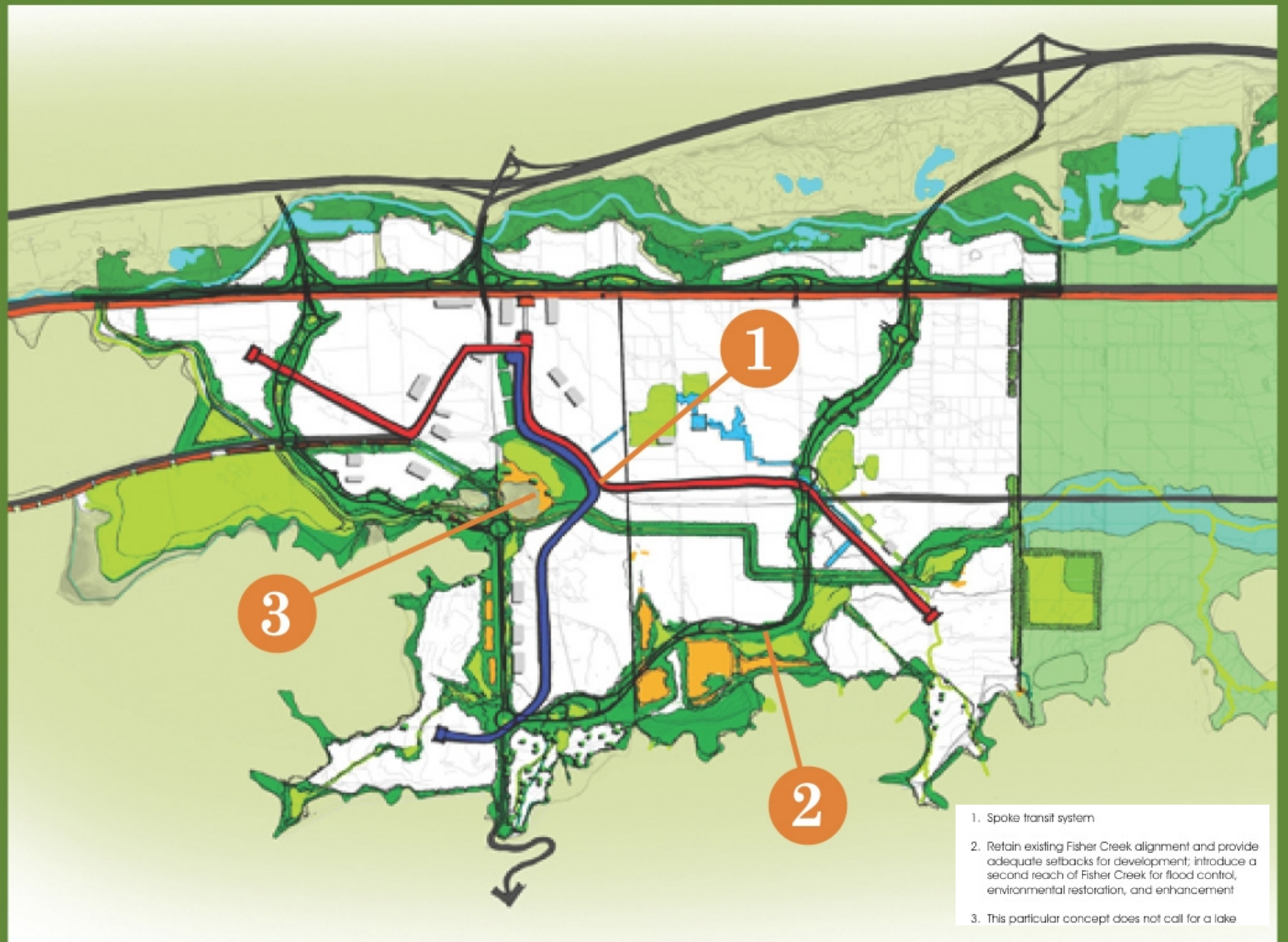
Source:

1. City General Plan, Coyote Valley Specific Plan, prepared by HMM Engineers
2. Existing Land Use, Coyote Valley Specific Plan, prepared by HMM Engineers
3. Existing Parcelization Map, Dated Sept. 08, 2003, Coyote Valley Specific Plan, prepared by HMM Engineers
4. Coyote Valley Hydrology Study for the City of San Jose, Administrative Draft, prepared by Schaaf & Wheeler
5. Coyote Valley Biological Assessment, Draft, by Wetlands Research Associates, Inc.
6. San Francisco Bay Wind Archives, prepared by USGS web site

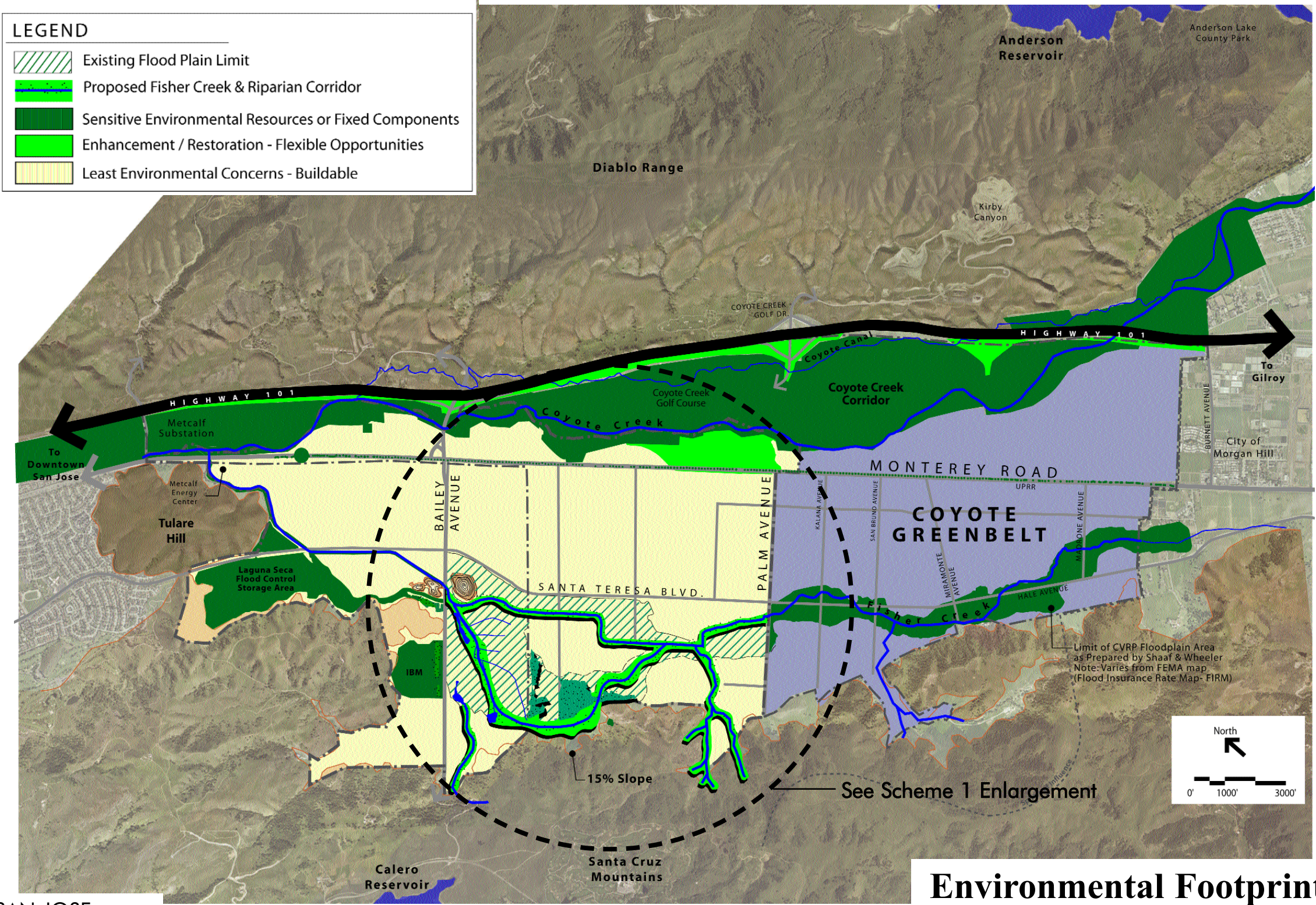
Note:
Information is preliminary and subject to revision

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CHAPTER III: Alternative Design Concepts



SCHEME 1: FLOOD PROTECTION PLAN



SCHEME 1: FLOOD PROTECTION PLAN

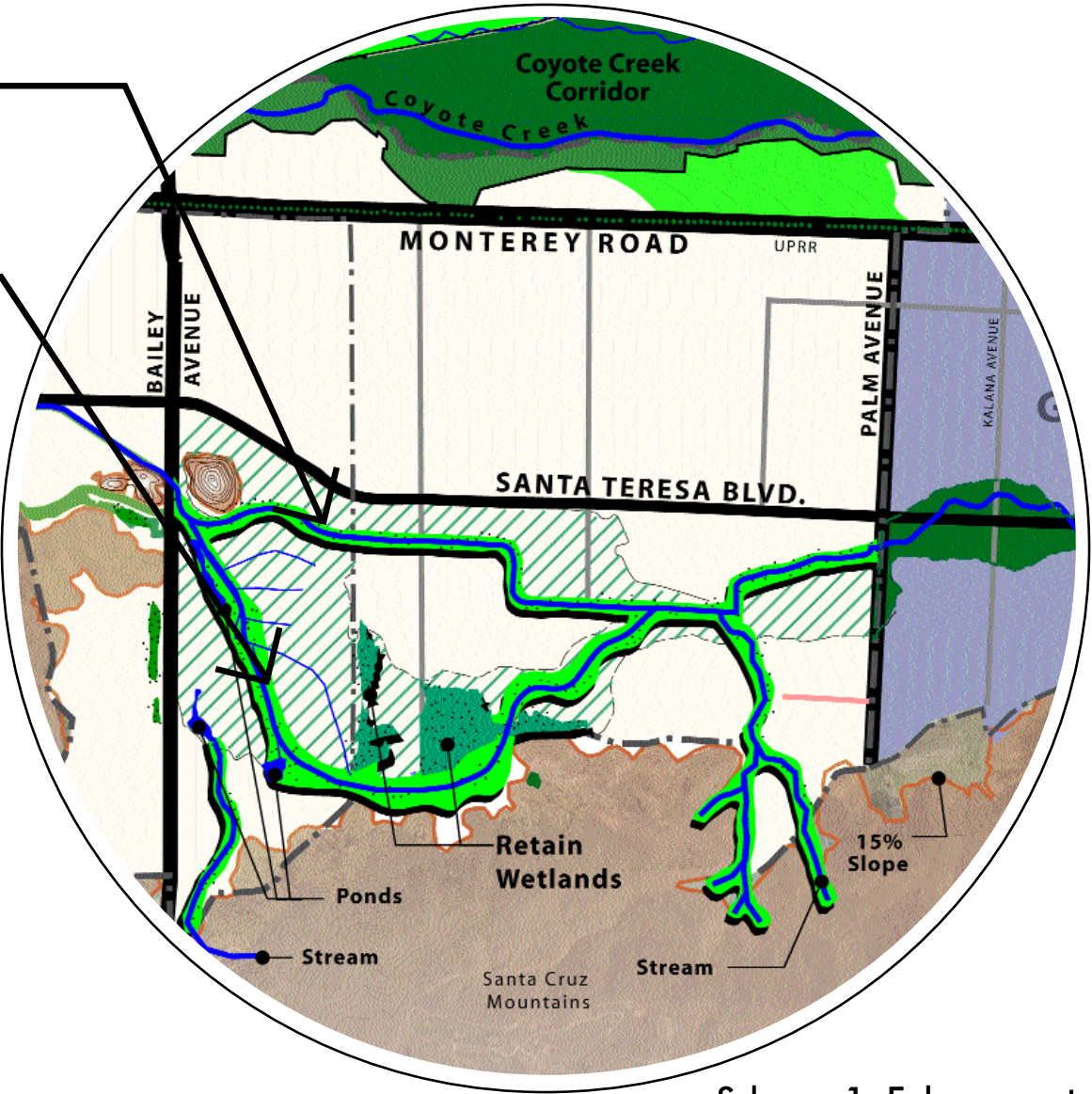
GOALS

- Preserve existing Fisher Creek
- Provide 100' setback on both sides
 - Preserve existing wetlands, streams and ponds

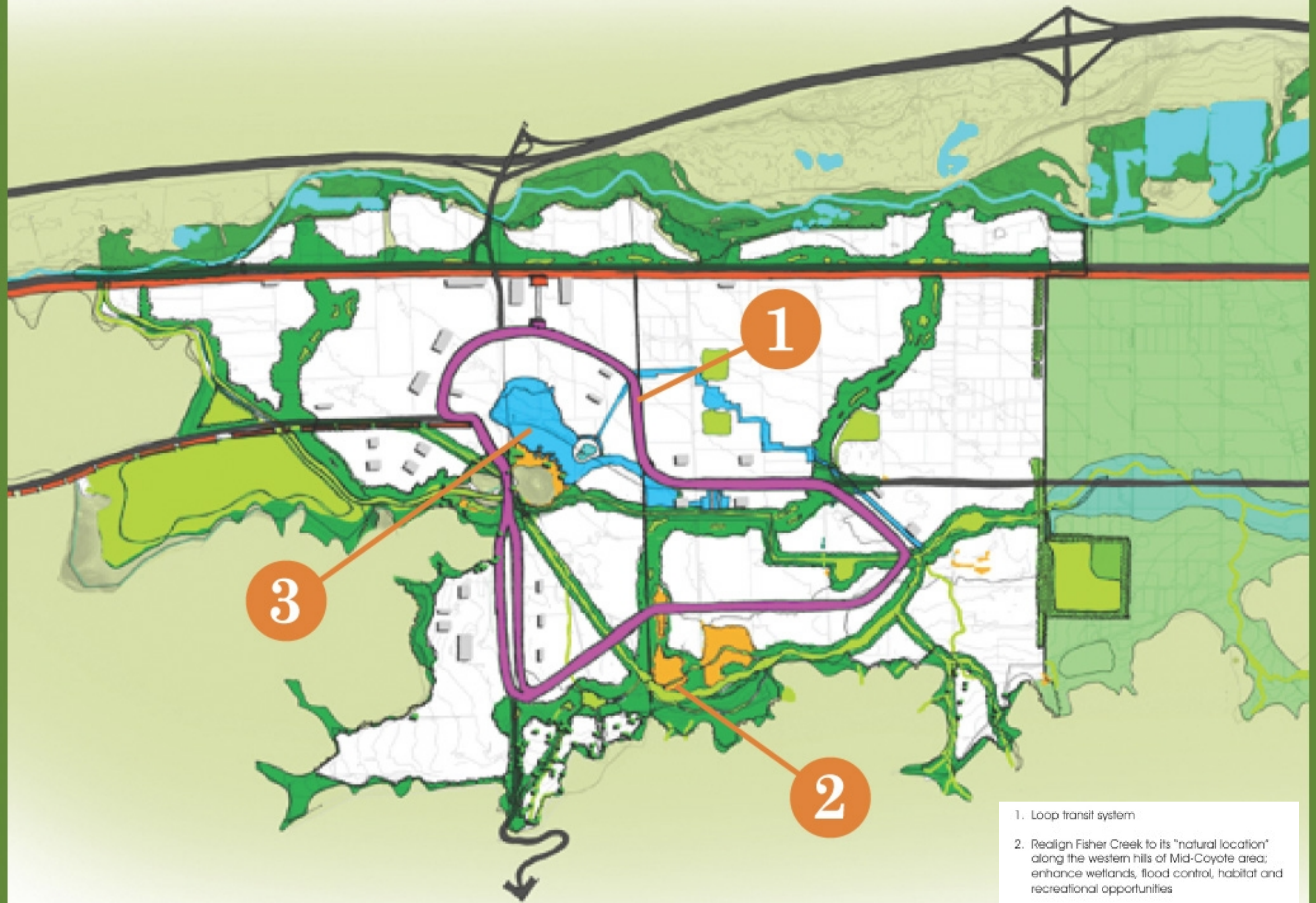
- Develop second reach of Fisher Creek for:
- Flood control/detention
 - New habitat
 - Recreation
 - Visual Resource

PROS:
Least permit and agency issues

CONS:
Inefficient use of land
Less flexible for development
Maintains existing Fisher Creek's poor storm water and habitat

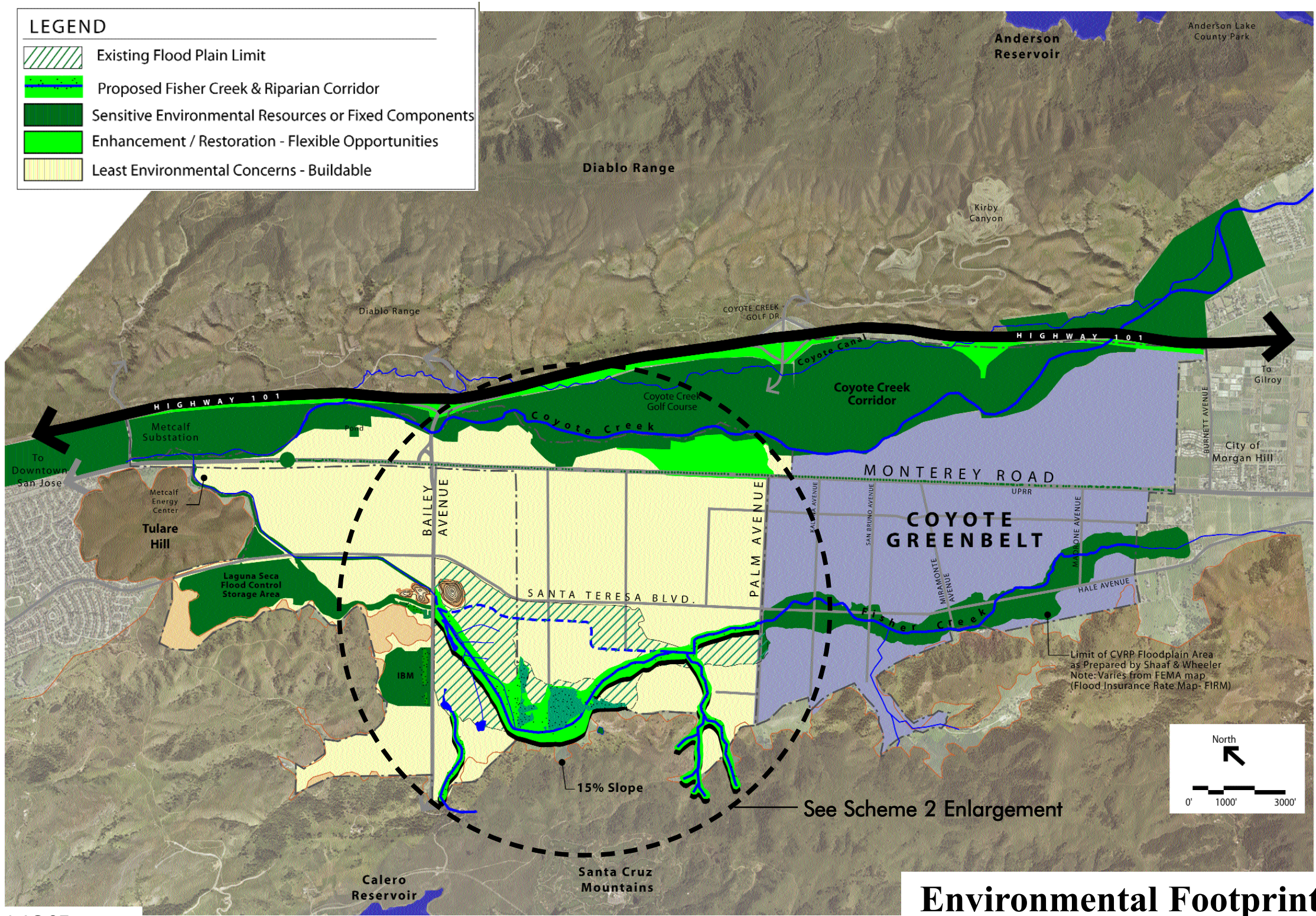


Scheme 1: Enlargement



1. Loop transit system
2. Realign Fisher Creek to its "natural location" along the western hills of Mid-Coyote area; enhance wetlands, flood control, habitat and recreational opportunities
3. Year-round lake concept

SCHEME 2: RESTORATION PLAN



SCHEME 2: RESTORATION PLAN

GOALS

Remove existing Fisher Creek

Create new Fisher Creek in its “natural” environment for:

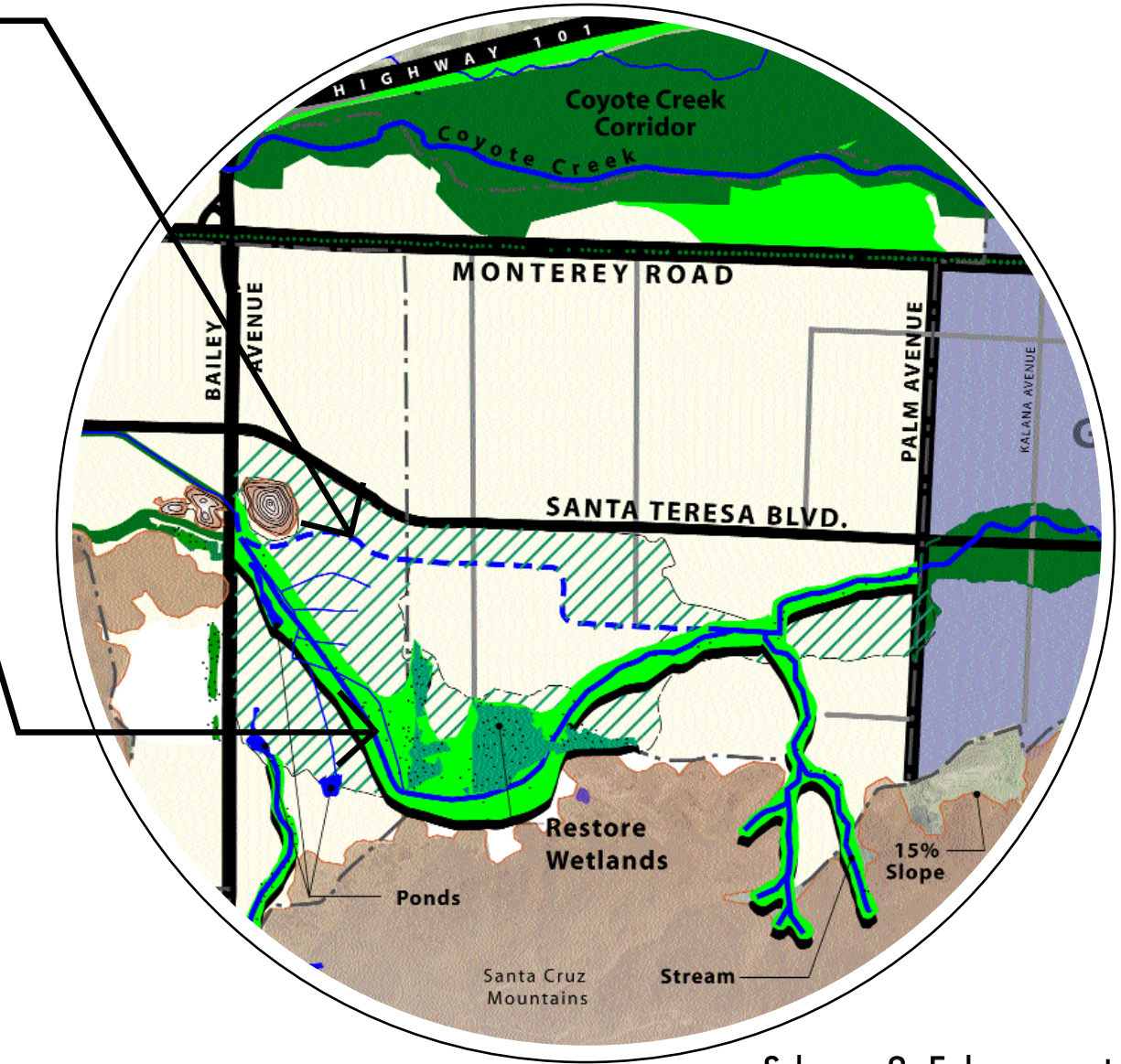
- Flood control/detention
- New habitats and wetlands
- Recreation
- Visual Resource

PROS:

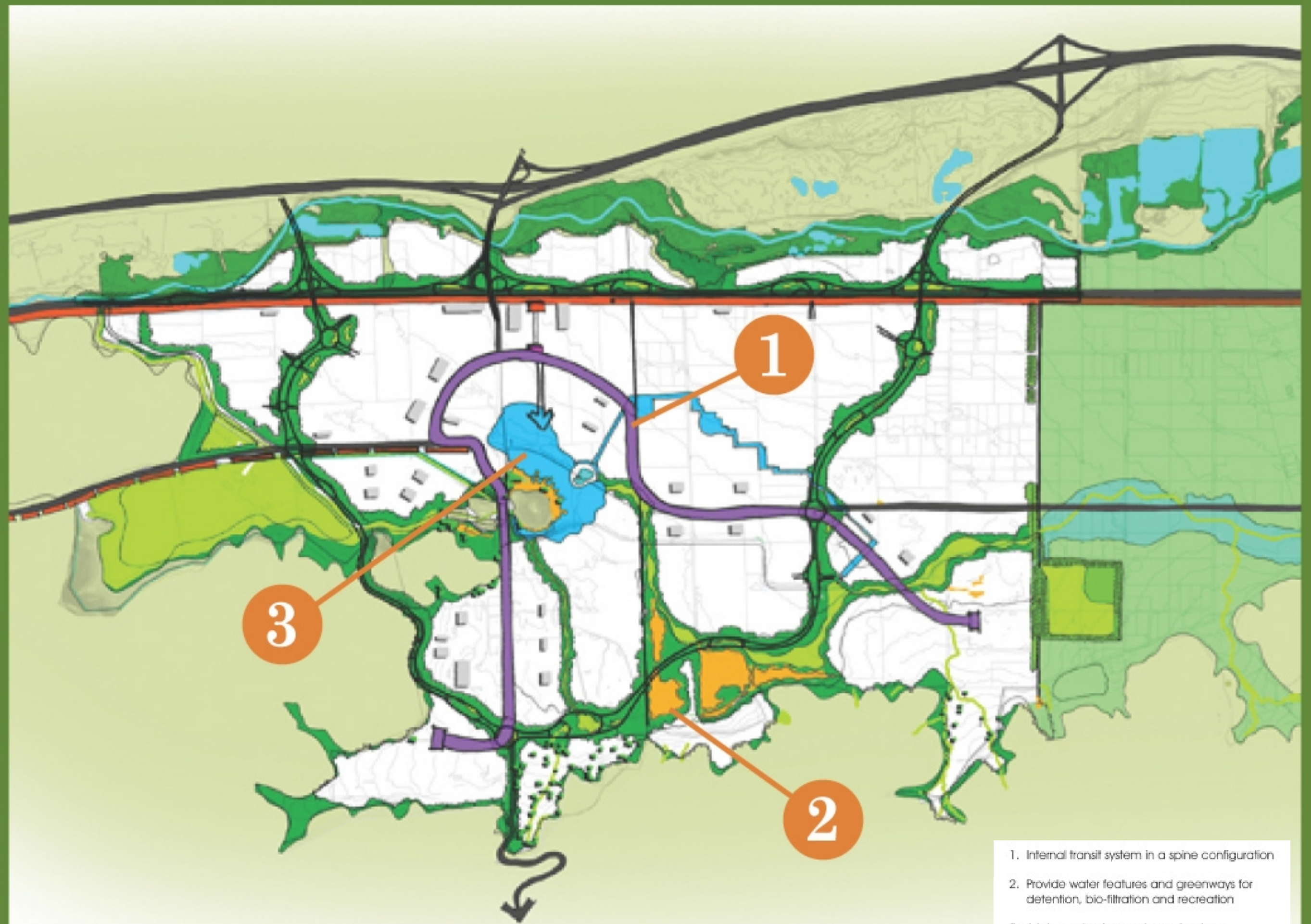
- Consolidates storm water into single system
- Efficient use of land
- Greater recreation & habitat opportunities
- Most flexible for development

CONS:

- Extended permit process

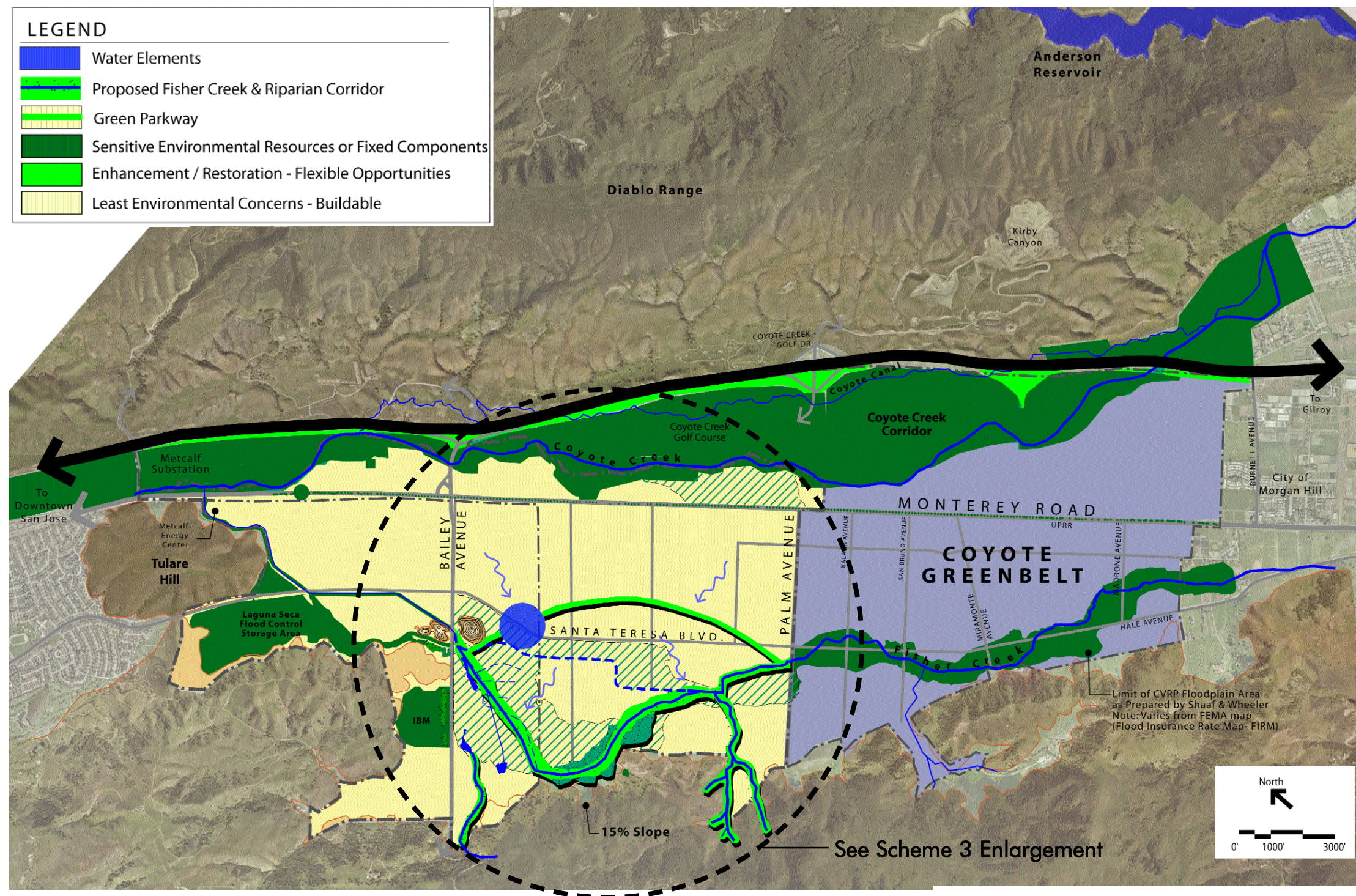


Scheme 2: Enlargement



1. Internal transit system in a spine configuration
2. Provide water features and greenways for detention, bio-filtration and recreation
3. A lake and enhanced canal system

SCHEME 3: DISPERSED PLAN



Environmental Footprint Approaches

Prepared by: KenKay Associates

SCHEME 3: DISPERSED PLAN

GOALS

Provide greenways for storm water

Remove existing Fisher Creek

Provide water features for detention and recreation

Create new Fisher Creek in its "natural" environment

PROS:

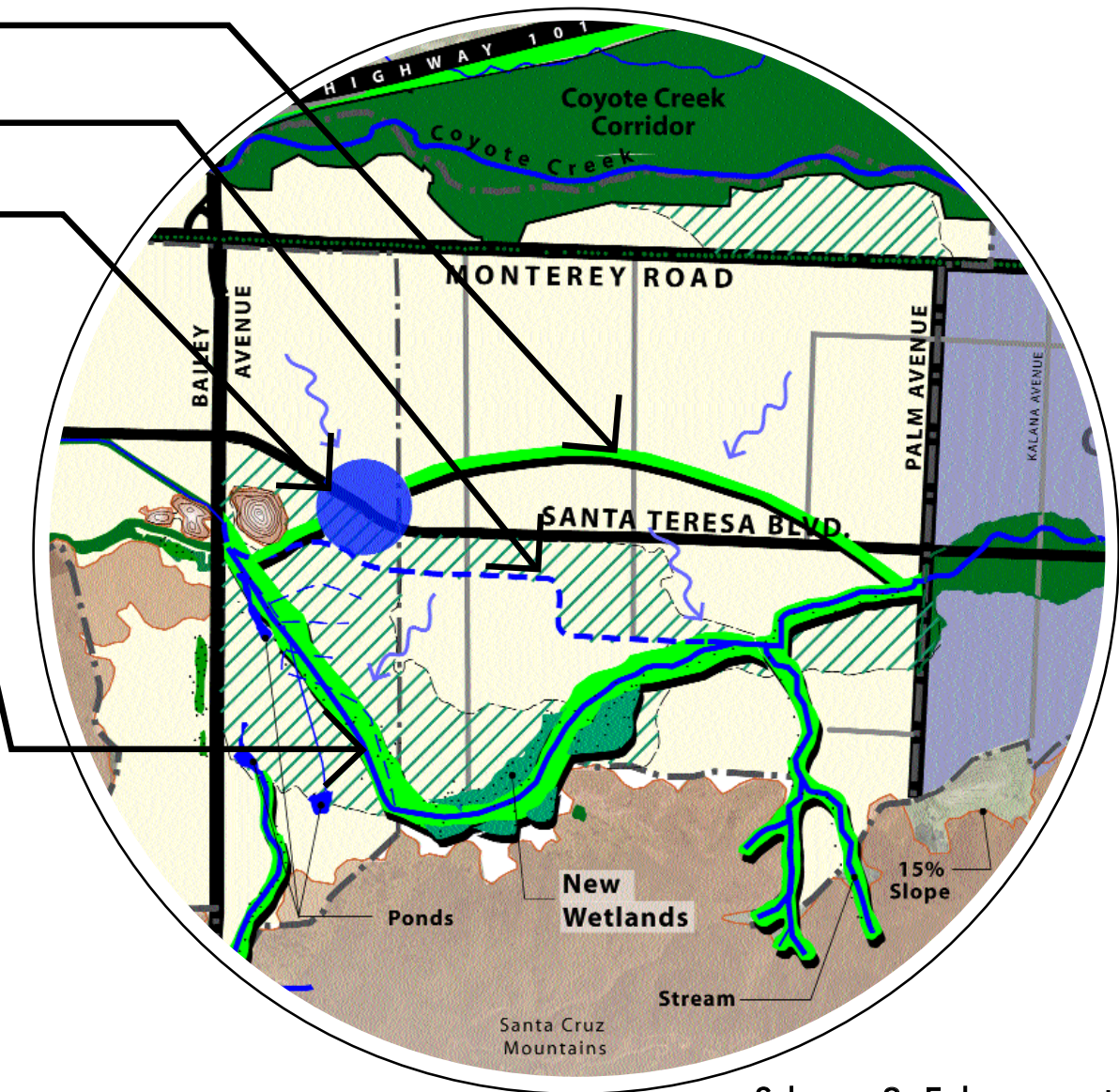
Multiple points to collect storm water

Water features for natural, visual and recreational uses

Integrates into development pattern

CONS:

Extended permit process



Scheme 3: Enlargement

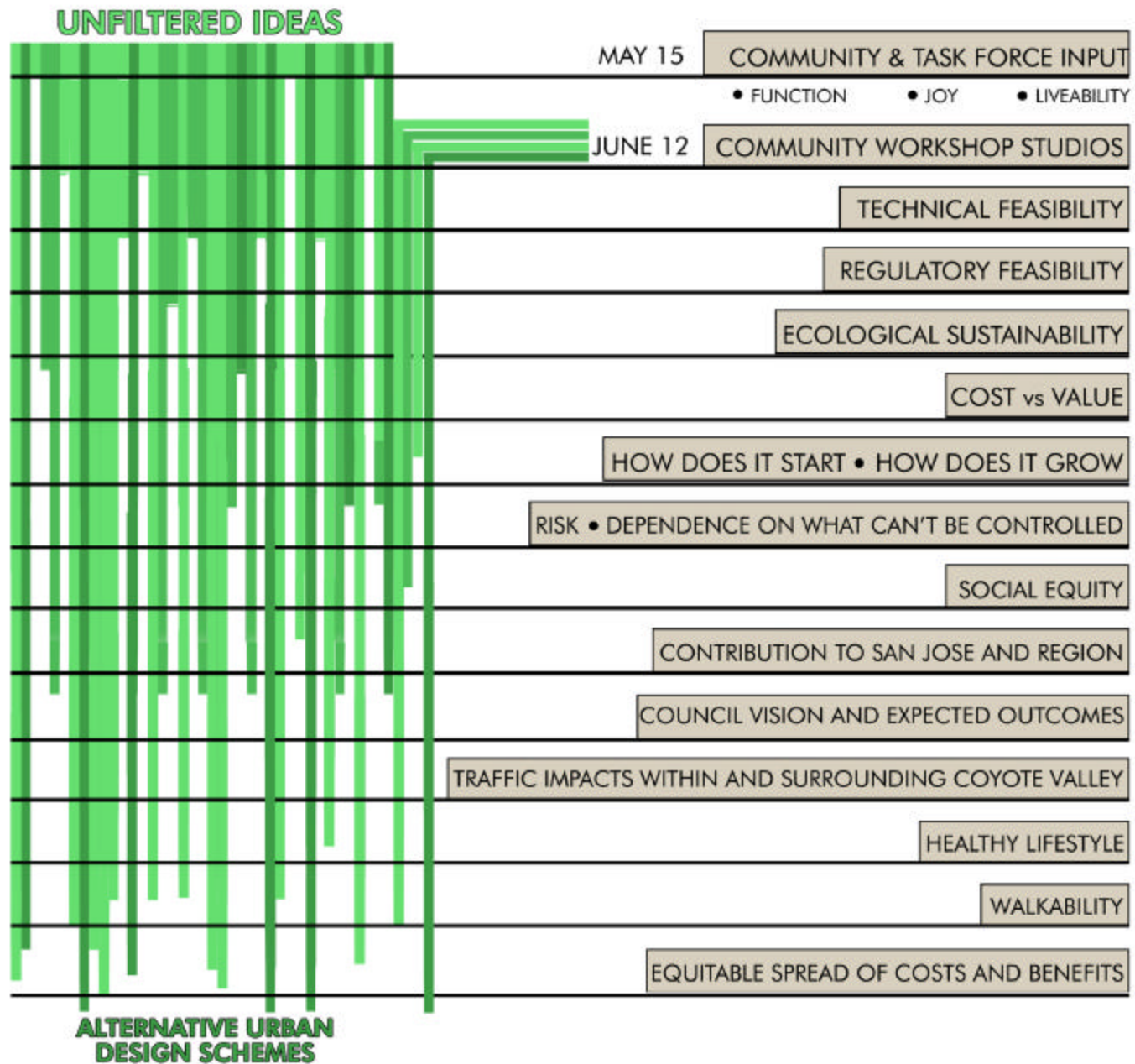
Environmental Footprint Approaches

Prepared by: KenKay Associates

CHAPTER IV: Evaluation of Alternative Design Concepts and Composite Armature Plan

COYOTE VALLEY SPECIFIC PLAN

IDEAS, STRATEGIES AND APPROACHES



Coyote Valley Specific Plan

EVALUATION CRITERIA

The technical consultants and some City staff reviewed and analyzed the design concepts discussed at the June Workshop and Task Force meeting. A composite framework (also referred to a “Core Plan”) proposed one combination of transit, creek, hydrology and parkway solutions.

The technical memoranda from the consultants and staff outline assumptions and criteria they employed in their analyses of the design concepts. These analyses are preliminary and general. More detailed analysis will occur later in the Coyote Valley Specific Plan (CVSP) process.

The following criteria elaborate on ideas from the Task Force and community. Given the preliminary nature of the design concepts, not all of the following elements are included in the evaluation of the design concepts.

- 1. Technical feasibility** – this criterion should ensure that the elements of CVSP could be implemented in a manner consistent with prevailing and practical science, technology, and industry standards. Consultants will measure this feasibility based on their experience, professional judgment, recognized industry standards and literature. The CVSP is a practical, developable plan, and must be rooted to tried and trusted techniques.
- 2. Regulatory Feasibility** – several federal, state and local regulatory agencies maintain jurisdiction over various elements of the Core Plan, and should be consulted for input during the analyses of the plan.

The regulatory agencies include: The US Fish and Wildlife Service; National Oceanic and Atmospheric Administration; CA Department of Fish and Game; US Army Corps of Engineers; US EPA, Regional Water Quality Control Board, Santa Clara Valley Water District; Santa Clara Valley Transportation Authority; and Santa Clara County. It should be

noted that other agencies that would be contacted directly by City staff are not listed here.

The input of the regulatory agencies is vital for our feasibility assessment of the Plan. Factors to consider in our assessment include:

- a) Conformance with the requirements and objectives of the regulatory agencies
- b) Typical length of time needed to secure required permits and approvals
- c) Cost of permits and any mitigations that may be required
- d) Accessibility and flexibility of regulatory agencies
- e) Level of discretion enjoyed by local staff of regulatory agencies

3. Ecological Sustainability – CVSP should be designed to minimize waste, efficiently use its natural resources, and to manage and conserve them for use of the present and future generations. Factors to consider include:

- a) Maintain quality of air
- b) Maintain quality of water
- c) Conserve land, soil, water, energy as precious resources
- d) Maximize use of recycled water
- e) Conserve ecosystems - riparian corridors, fisheries, oak savannas, wetlands, etc.
- f) Use of Green Building principles to improve energy, water efficiency, and reduce consumption and waste.

4. Cost versus Value – This criterion generally relates to the provision of the various types of infrastructure (regional facilities like parks, open space, police/fire, schools, etc.; backbone infrastructure like streets, water, sewer, etc.; and in-tract infrastructure), and who will pay for it, recognizing that different types and densities of development place different burdens on infrastructure. Some factors to consider are:

- a) Oversizing of early infrastructure
- b) Financing techniques should correspond with types of infrastructure and service areas
- c) Facilities should be financed by all primary beneficiaries
- d) Financing contributions from various development types should correspond with demands placed on facilities

- e) Reimbursement mechanisms must account for early “oversizing by initial participants

5. Inertia/How does it start? – Factors to consider include:

- a) A phasing plan carefully choreographed with an infrastructure plan
- b) A starter strategy and financial feasibility
- c) Starter building typologies and their market viability

6. Developability/How does it grow? – Factors to consider include:

- a) An economically sound strategy for phasing the development of the various elements of the design concepts (transit, parkway system, focal lake, creek realignments, wetlands relocations, etc.)
- b) Review and permitting time of regulatory agencies should be considered
- c) Develop a synergistic growth sequence for different typologies, infrastructure, and public amenities

7. Risk – Dependence on what can't be controlled: This criterion aims to minimize risk. In this regard consultants should assess the degree to which typologies include:

- a) Opportunities for diverse job/employment base and not overly depend on a single industry
- b) High rises which contain a diversity of unit types for different family configurations and income levels
- c) Various housing types and tenancies

8. Social Equity – this criterion is meant to mitigate potential impacts a measure of the CVSP on social issues/services such as jobs, housing, education, health care and transportation. The following are some measures to consider in the Plan:

- a) Diversity of employment opportunities for all job sectors, and at all income levels
- b) Housing for all ages, ethnicities, family configurations and income groups
- c) Schools and educational facilities for all age groups
- d) Accessible health care

e) Convenient and affordable access to transportation facilities

9. Contribution to San Jose and Region: The CVSP should be a model for smart growth planning and development. If done right, it will bring visibility to San Jose and the region at large. Factors to consider in the analyses include:

- a) The CVSP includes at least 50,000 jobs. How would this contribute to employment and economic growth to San Jose and the region?
- b) The CVSP includes at least 25,000 residential units, twenty percent of which are designated as affordable. How will this affect the regional housing stock?
- c) The CVSP is charged with maintaining the Coyote Greenbelt as a non-urban buffer between the City of San Jose and Morgan Hill. How does maintenance of the Greenbelt impact San Jose and the Region in terms of open space preservation and trail connectivity across the valley?
- d) How will the CVSP contribute to San Jose's continuing efforts to achieve a balance of jobs and housing (given the fact that most employed residents in San Jose work outside the City)?
- e) Would CVSP jobs contribute to a reverse commute during commute hours, and therefore bring about better utilization of the transportation infrastructure?

10. Council's Vision and Expected Outcomes: These are the approved guidelines for preparing the CVSP, and they should be adhered to. A copy of these guidelines is attached (Attachment I), and can be obtained from the Coyote Valley Specific Plan website at www.ci.san-jose.ca.us/coyotevalley/. How do the design concepts address these guidelines?

11. Traffic impacts within and surrounding Coyote Valley: The City's intention is to minimize traffic impacts with Coyote Valley and surrounding communities. How do the following transportation elements address that intent?

- a) Future Caltrain station
- b) Coyote Valley transit system
- c) Parkway system
- d) An internal grid system linked to the parkway system on the perimeter of the site

- e) Trails connected to surrounding regional trail systems
- f) Construction of future interchanges with Highway 101
- g) Connections between the west and east sides of Monterey Road for vehicular, pedestrian, equestrian and possibly wildlife movement across the valley

12. Healthy lifestyle: This criterion should measure the degree to which the CVSP provides/promotes the following:

- a) Healthy, safe and attractive neighborhoods
- b) Parks and open space
- c) Community facilities (community centers, churches, etc.)
- d) Facilities for social events – plazas, squares, amphitheaters, etc.

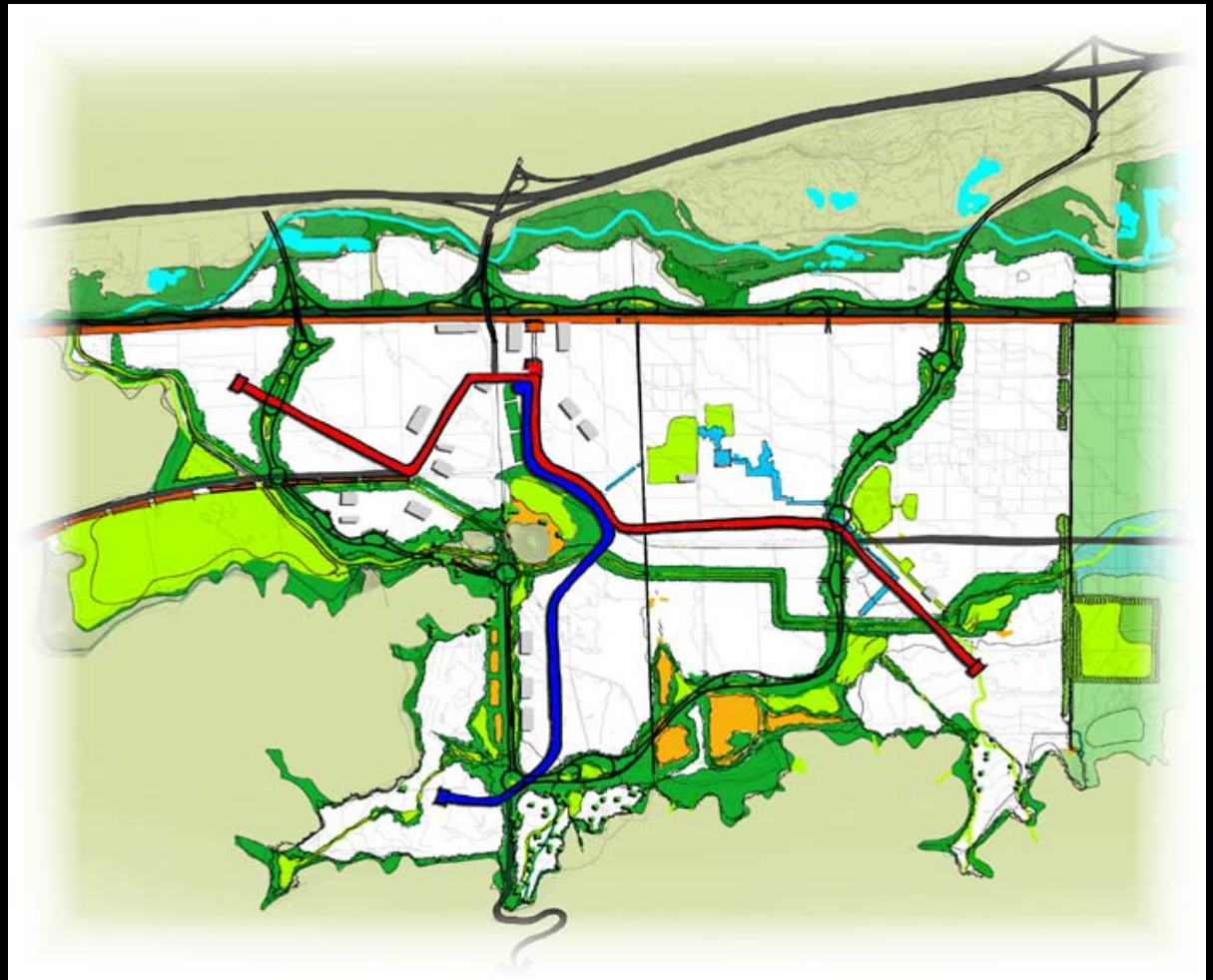
13. Walkability:

- a) Tree lined streets
- b) Interconnected trails, and parks/recreation and open space systems
- c) Streets with detached sidewalk, and scaled to allow comfortable pedestrian circulation
- d) Transit stations that are within walking distances (no more than ½ mile) from residences and other destinations
- e) Traffic level of service and timed intersections that are not weighted in favor of the automobile

14. Equitable spread of costs and benefits – see Cost versus Value above

COYOTE VALLEY SPECIFIC PLAN

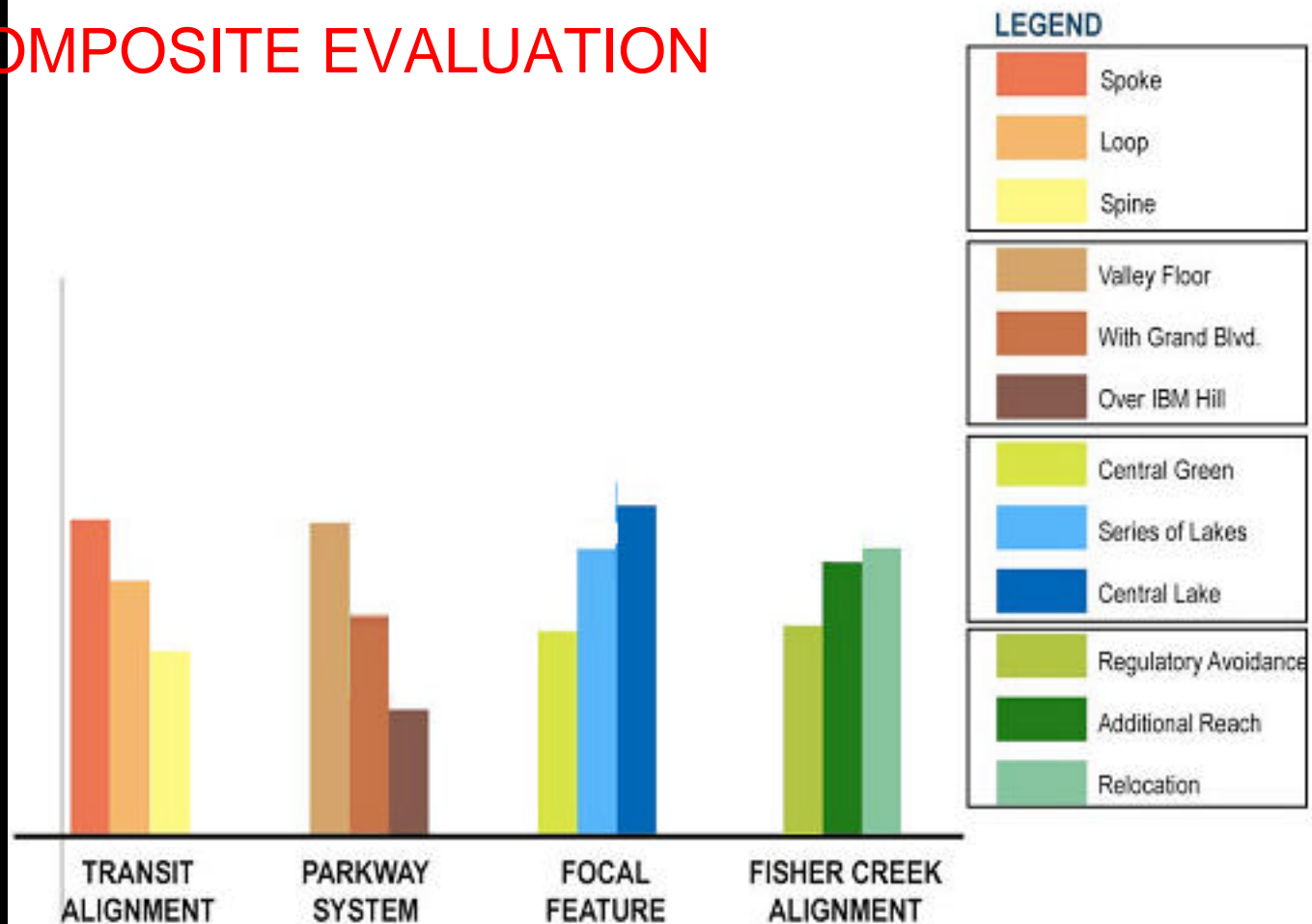
Composite Armature Plan



COYOTE VALLEY SPECIFIC PLAN

COMPOSITE FRAMEWORK

COMPOSITE EVALUATION





COYOTE VALLEY SPECIFIC PLAN

COMPOSITE FRAMEWORK

Santa Clara Valley Water District

The District has determined that in the regional context, there is an adequate supply of water to serve Coyote Valley.

Interests and Objectives - Overall Project

- Maximum usage of recycled water
- Protection of groundwater basin
- Sustainability of water supply
- Maximum conservation of water

Interests and Objectives - Lake

- Maintain barrier between lake and groundwater basin
- Create separation between lake and Fisher Creek
- Use treated recycled water for lake
- Develop maintenance program



COYOTE VALLEY SPECIFIC PLAN

COMPOSITE FRAMEWORK

Valley Transportation Authority – VTA

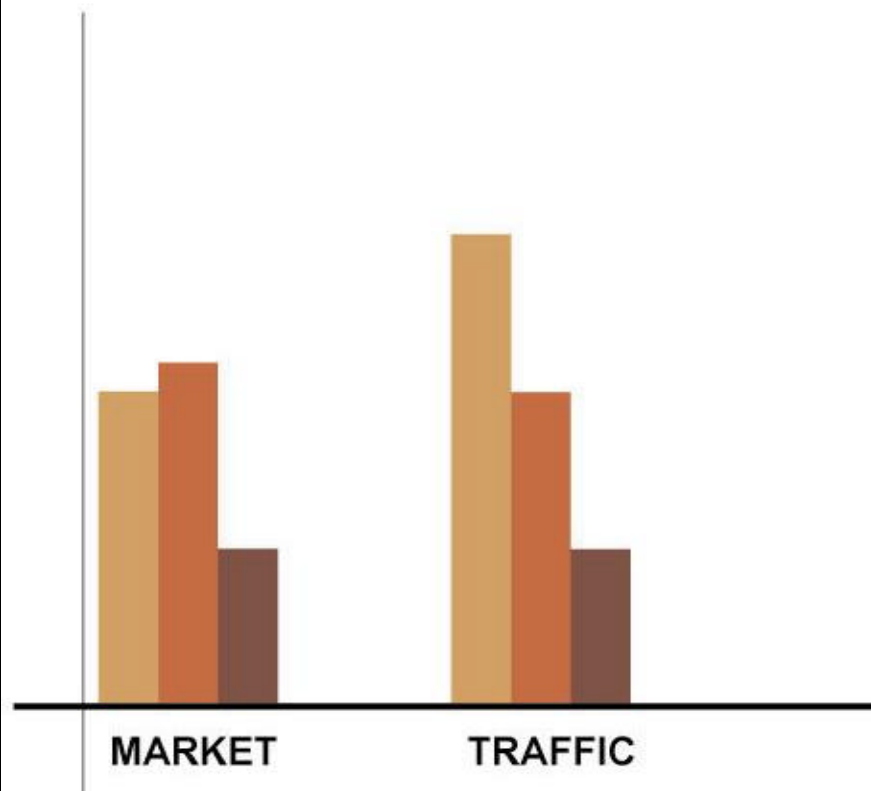
- Roadway and Transit within countywide transportation planning process
- Evaluate broad range of transit options:
 - Rail
 - Non-rail
 - Bus Rapid Transit
- Consider VTA future transit corridor studies
- Identify funding strategies
- Enhance bicycle and pedestrian connections
- Incorporate Transit-Oriented Development scenarios
- Explore development opportunities – CalTrain activities
- Incorporate VTA's CDT Program guidelines
- Establish and promote VTA/City coordination efforts

COYOTE VALLEY SPECIFIC PLAN

COMPOSITE FRAMEWORK

PARKWAY SYSTEM

- TECHNICAL FEASIBILITY
- REGULATORY FEASIBILITY
- ECOLOGICAL SUSTAINABILITY
- COST/VALUE
- INERTIA
- DEVELOPABILITY
- RISK
- SOCIAL EQUITY
- CONTRIBUTION TO SJ & REGION
- COUNCIL'S VISION & EXPECTATIONS
- TRAFFIC IMPACTS
- HEALTHY LIFESTYLE
- WALKABILITY
- EQUITY SPREAD: COSTS & BENEFITS



LEGEND

- Valley Floor
- With Grand Blvd.
- Over IBM Hill



COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES ♦ STRATEGIES ♦ FILTERS

ECONOMIC FILTERS for the PARKWAY SYSTEM Alternatives

■ Added Value

- Valley Floor and Grand Boulevard serve most land, add most value

■ Incremental Growth/Investment

- Valley Floor and Grand Boulevard avoid hillside, can grow in pieces

■ Maximize Developable Land

- Grand Boulevard best shares rights-of-way, maximizes land

■ Distribute Costs and Benefits

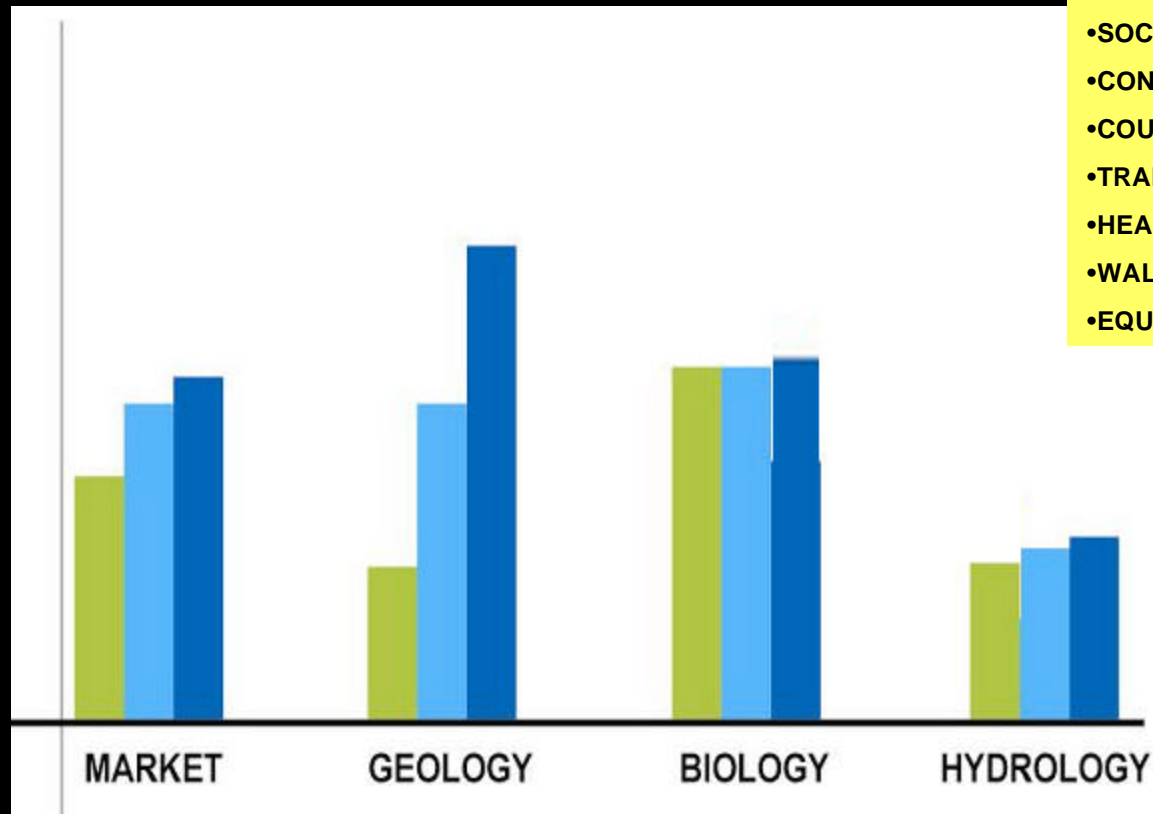
- Valley Floor and Grand Boulevard avoid division of IBM site

- **Conclusion:** Valley Floor and Grand Boulevard offer comparable benefits

COYOTE VALLEY SPECIFIC PLAN

COMPOSITE FRAMEWORK

FOCAL FEATURE



- TECHNICAL FEASIBILITY
- REGULATORY FEASIBILITY
- ECOLOGICAL SUSTAINABILITY
- COST/VALUE
- INERTIA
- DEVELOPABILITY
- RISK
- SOCIAL EQUITY
- CONTRIBUTION TO SJ & REGION
- COUNCIL'S VISION & EXPECTATIONS
- TRAFFIC IMPACTS
- HEALTHY LIFESTYLE
- WALKABILITY
- EQUITY SPREAD: COSTS & BENEFITS

LEGEND

- Central Green
- Series of Lakes
- Central Lake



COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES ♦ STRATEGIES ♦ FILTERS

ECONOMIC FILTERS for the FOCAL FEATURE Alternatives

■ Added Value

- Central Lake adds most value, best facilitates density

■ Incremental Growth/Investment

- Central Green and Series of Lakes allow more incremental growth

■ Maximize Developable Land

- Central Lake best consolidates needed water retention with desired amenity, preserves most land for development

■ Distribute Costs and Benefits

- All 3 alternatives require land dedications from numerous properties

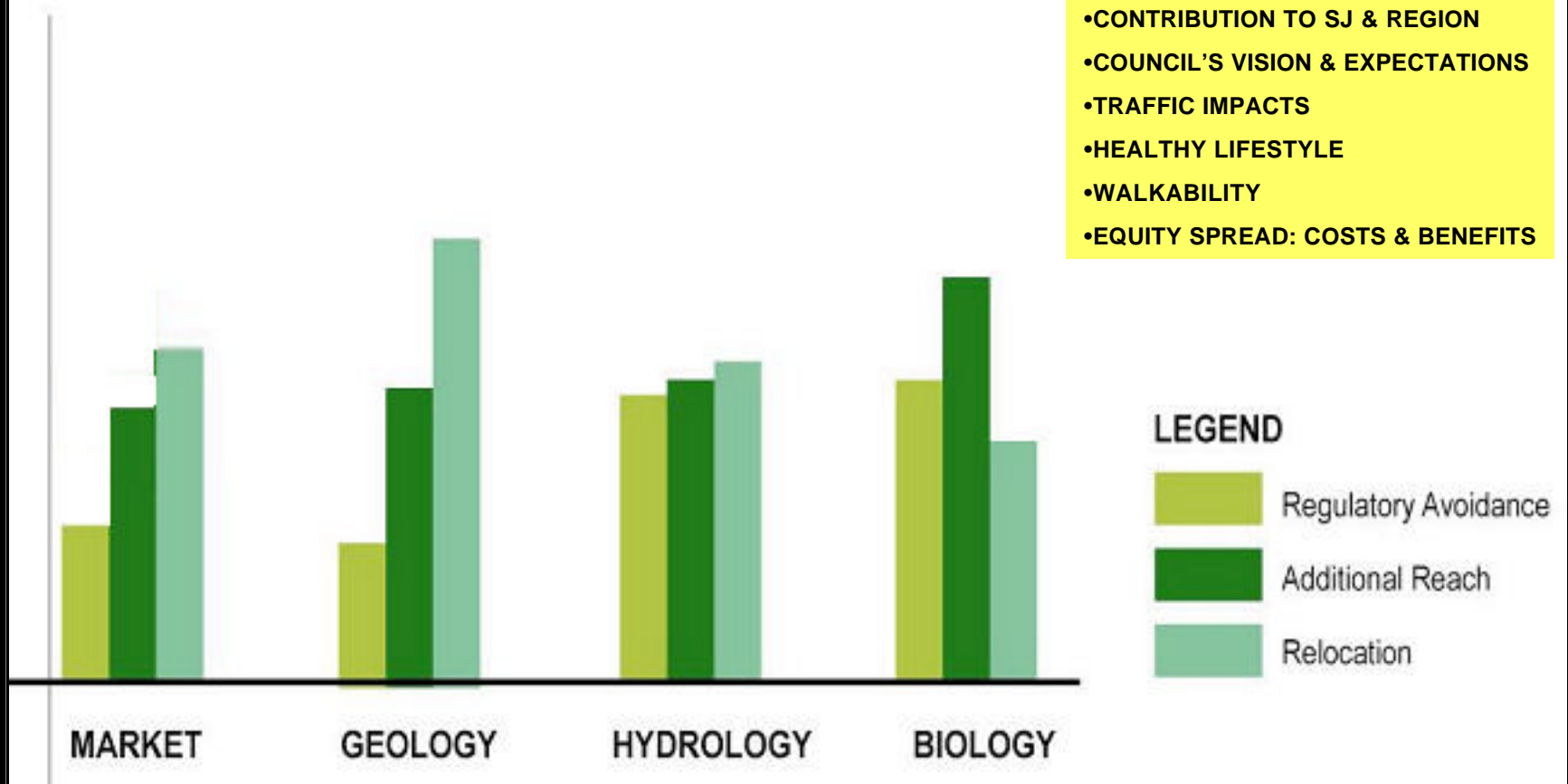
- **Conclusion:** Central Lake offers strongest economic benefits

COYOTE VALLEY SPECIFIC PLAN

COMPOSITE FRAMEWORK

FISHER CREEK ALIGNMENT

- TECHNICAL FEASIBILITY
- REGULATORY FEASIBILITY
- ECOLOGICAL SUSTAINABILITY
- COST/VALUE
- INERTIA
- DEVELOPABILITY
- RISK
- SOCIAL EQUITY
- CONTRIBUTION TO SJ & REGION
- COUNCIL'S VISION & EXPECTATIONS
- TRAFFIC IMPACTS
- HEALTHY LIFESTYLE
- WALKABILITY
- EQUITY SPREAD: COSTS & BENEFITS





COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES ♦ STRATEGIES ♦ FILTERS

ECONOMIC FILTERS for the FISHER CREEK Alternatives

- **Added Value**

- Relocation and “Additional Reach” most attractive, add most value

- **Incremental Growth/Investment**

- All 3 alternatives require early additions to water flow capacity

- **Maximize Developable Land**

- Relocation consumes least land, maximizes development

- **Distribute Costs and Benefits**

- All 3 alternatives require land dedications from numerous properties

- **Conclusion:** Relocation offers strongest economic benefits

TECHNICAL MEMORANDUM

DATE: August 2, 2004

JOB NO: CYHG.01.03-003

SUBJECT: **HYDROLOGIC ANALYSES FOR CVSP COMPOSITE CORE PLAN**

PURPOSE

This technical memorandum examines hydrologic impacts of the Coyote Valley Specific Plan Composite Core Plan, which is the so-called “armature” plan as the recommended comprehensive design alternative for Coyote Valley. Schaaf & Wheeler has analyzed valley hydrology in the context of several evaluation criteria:

- a) Technical feasibility
- b) Regulatory feasibility
- c) Ecological sustainability
- d) Value added
- e) Inertia (getting started)
- f) Growth over time
- g) Risk
- h) Social equity
- i) Regional contribution
- j) Council Vision and Expected Outcomes
- k) Traffic impacts within and surrounding Coyote Valley
- l) Healthy lifestyle
- m) Walkability
- n) Equitable spread of costs and benefits

Many of the evaluation criteria are hydrologically “neutral” as identified in this TM.

In addition to the Composite Core Plan, two additional environmental footprint concepts are evaluated and compared to the Core Plan. The intent of the evaluation is to provide feedback to the land planning process in advance of more detailed planning and design work.

SUMMARY OF FINDINGS

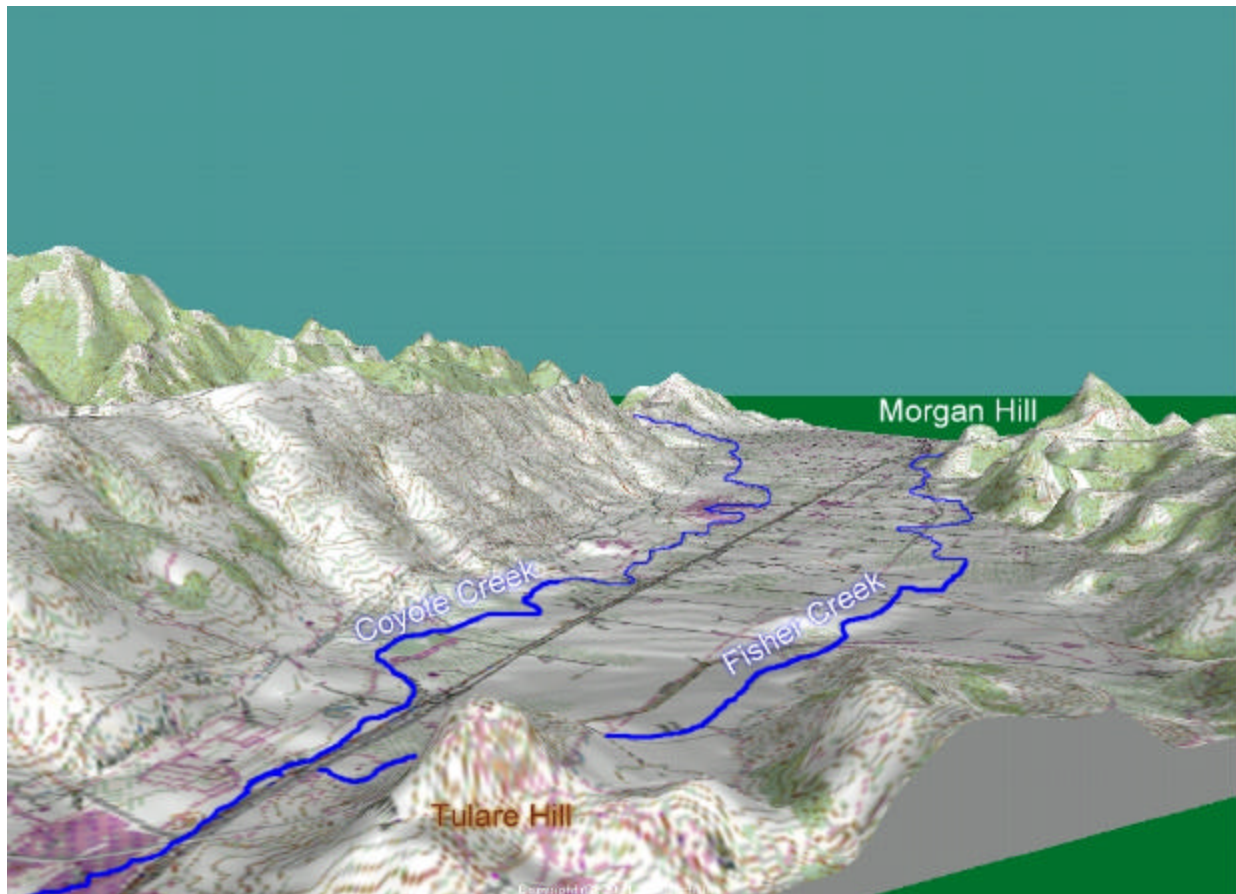
Several preliminary conclusions can be reached based on hydrologic analyses of proposed land use plans and environmental footprints for Coyote Valley:

- 1) A restored Fisher Creek riparian corridor (approximately 300 feet in average total width) and multi-purpose lake (minimum 60 surface acres) through the Coyote Valley Urban Reserve preserve sufficient flood storage in mid-Coyote to mitigate increased 100-year peak runoff into Coyote Creek.
- 2) Without the lake to provide urban detention during extreme runoff events, the relocation of Fisher Creek as shown in the core armature plan is not sufficient to fully mitigate increased runoff to Coyote Creek. Additional floodplain storage would be required.
- 3) It is not necessary to divert Fisher Creek into the proposed lake to achieve peak runoff mitigation. In fact, diversions of Fisher Creek discharge tend to overwhelm the lake as presently envisioned leading to large potential fluctuations in winter water levels.
- 4) Flood protection facilities approved for North Coyote are sufficient to service the core land use plan as presently envisioned.
- 5) If disturbance to the existing Fisher Creek conveyance through mid-Coyote is avoided, a bypass floodway roughly equivalent in size to the proposed relocation of Fisher Creek is still required; and that bypass would logically follow the footprint of the relocated creek through the areas of lowest relief south of Bailey Avenue.
- 6) Because the current Fisher Creek alignment would receive low flows, it would be difficult to maintain certain habitats in any flood bypass.
- 7) The flood attenuation function of a focal lake could be dispersed to multiple small lakes, but the sum total area of those lakes is likely to be larger than for a single centralized lake.
- 8) The focal lake shown in the core plan should be isolated from the groundwater table.
- 9) Variations in environmental footprints for drainage and flow conveyance should have neutral impacts on groundwater resources in Coyote Valley.
- 10) The selection of one of the basic three environmental footprints or variations thereof, will not have a significant impact in terms of meeting Council's vision and expected outcomes.

ENVIRONMENTAL FOOTPRINTS

Coyote Valley is part of the Santa Clara Valley that lies between the eastern flank of the Santa Cruz Mountains and the west side of the Diablo Range. The valley is part of Coyote Creek's watershed, which is the largest watershed (over 320 square miles) within Santa Clara County. After leaving Coyote Valley through the Narrows, Coyote Creek traverses San Jose and Milpitas on its way to San Francisco Bay.

Coyote Valley is the smallest of three valleys between the Diablo Range to the east and Santa Cruz Mountains to the west. (An oblique view of the valley is provided below.)



Coyote Valley from Tulare Hill Looking South

Coyote Creek is known as a “perched” creek, one that is set above its natural floodplain. Formed by alluvial action over geologic time, water spilling out of the stream will flow away from it, and in this case down gradient to the north and west toward Fisher Creek which more closely hugs lower areas adjacent to the Santa Teresa Hills. A railroad berm and concrete median barrier that transects the valley from north to south adjacent to Monterey Highway tends to prevent spill from Coyote Creek from entering Fisher Creek.

Most of the CVSP lies within the Fisher Creek watershed, which drains 16 square miles of undeveloped uplands and agricultural valley floor to the Coyote Narrows. By comparison, only a relatively small portion of the valley east of Monterey Highway drains directly to Coyote Creek. At its confluence with Fisher Creek, Coyote Creek and its eastern tributaries drain approximately 205 square miles. Discharge in Coyote Creek downstream of the Narrows is therefore dominated by discharge in Coyote Creek upstream of the Narrows rather than Fisher Creek. Anderson Reservoir provides water supply storage and incidental flood control storage for Coyote Creek south (upstream) of the specific plan area. Flood flow releases are uncontrolled.

Creek Characteristics

As it flows through the study area, Coyote Creek is an incised natural channel perched above its westerly floodplain. Sands and gravels predominate along its bed, and several man-made quarries have somewhat altered its natural flow regimes. Historically, Coyote Creek has meandered throughout its valley. In its present form, the creek is able to contain the majority of its discharge, even under estimated 100-year (one percent) flooding conditions. By comparing creek cross sections taken under existing conditions to those taken in the late 1970s, it appears that the creek has shifted a bit in places and may have enlarged itself during the flood events in intervening years. The SCVWD does not list this reach of Coyote Creek as one prone to streambed degradation or aggradation.

The Fisher Creek channel is a manmade earthen channel within the Urban Reserve and North Coyote Valley areas, improved by a reclamation project in about 1963, and generally privately owned and maintained for agricultural drainage. The channel reach from Monterey Highway upstream to Bailey Avenue was constructed as a reclamation ditch to drain the low-lying area known as Laguna Seca. The existing channel is generally shallow and includes low levees. Most of the channel upstream of Santa Teresa Boulevard is located east of the lowest areas of the valley. Smaller drainage ditches west of the Fisher Creek channel collect agricultural and hillside runoff and discharge to Fisher Creek, which also drains the area east to the Union Pacific Railroad (UPRR). North of Bailey Avenue the channel has capacity for approximately the 10-year flood; south of Bailey Avenue existing channel capacity is for the 5-year flood, or less.

As discussed in Chapter 2 low lying areas north of Bailey Avenue are subject to periodic inundation during wetter years. Clay deposits relatively close to the ground surface create a perched groundwater table and prevent deep percolation of surface runoff. The Laguna Seca area adjacent to the southwest quadrant of Tulare Hill is particularly susceptible to ponding.



Laguna Seca in North Coyote Valley

In 1982 the Federal Emergency Management Agency (FEMA) produced a set of maps that identify flood hazards within Coyote Valley. This Flood Insurance Rate Map (FIRM) remains the official effective document governing the National Flood Insurance Program (NFIP) as it is applied within the valley in both the City of San Jose and unincorporated Santa Clara County; and has land development implications for areas in both the Fisher Creek and Coyote Creek floodplains.

Methodology

To focus on an evaluation of alternative footprints and various feasibility criteria, simplified numerical methodologies have been employed. Land use typologies provided by the Dahlin Group have been converted to GIS format to estimate land cover (percent impervious) and superimposed over the rainfall-runoff model used to prepare the Conditional Letter of Map Revision for the Coyote Valley Research Park. Unit hydrograph techniques from the *Santa Clara County Drainage Manual* (Schaaf & Wheeler, 2004) are used to estimate 10- and 100-year runoff after proposed development for comparison to pre-development runoff at the Confluence of Fisher and Coyote Creek.

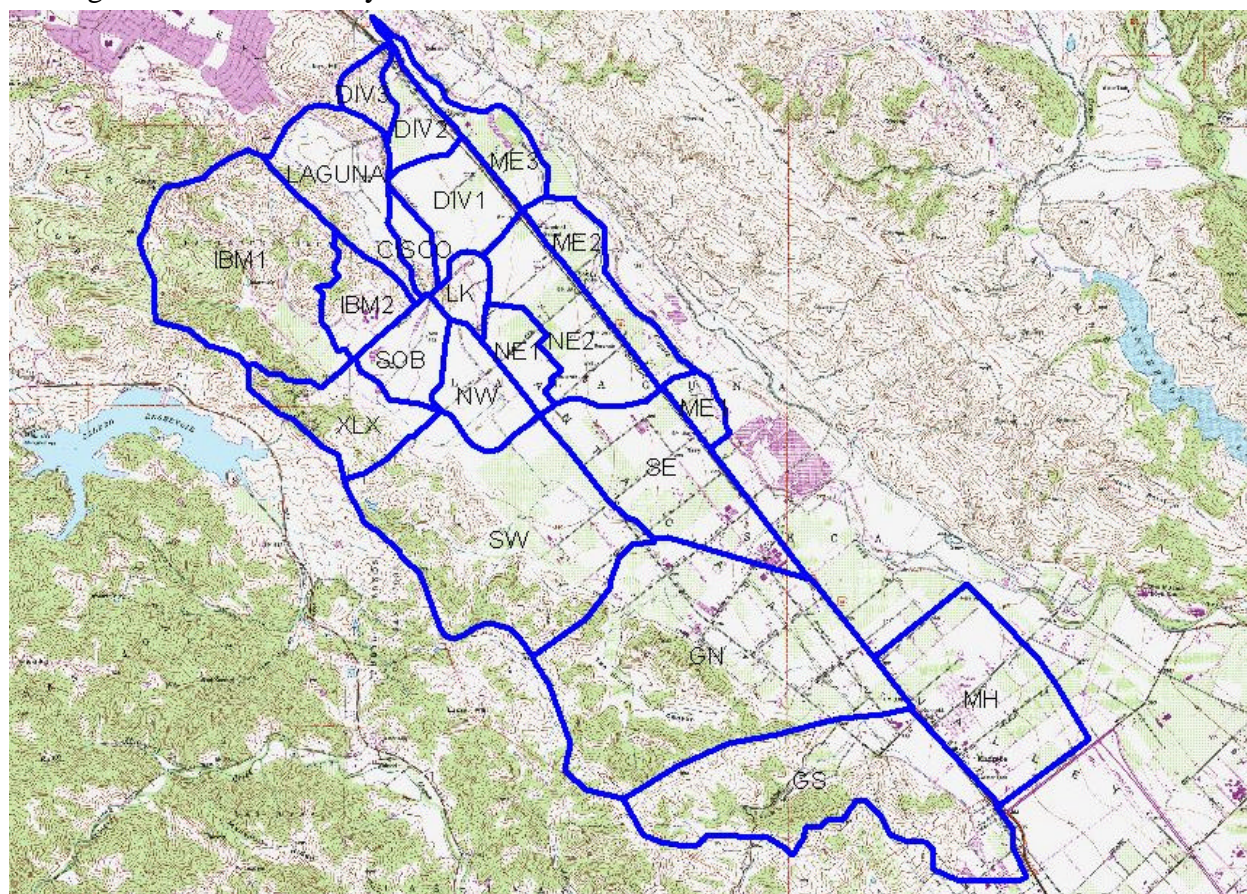
Incorporation of Best Management Practices that minimize directly connected impervious areas (e.g. bioswales and other surface treatment systems in lieu of hard piped outfalls to receiving

waters) are modeled by using a lumped parameter for percent impervious (hardscape) cover over permeable soils. Uniform infiltration rates are taken directly from the CVRP CLOMR model.

The environmental footprint in Coyote Valley must serve to preserve floodplain storage and prevent increases in downstream discharges or impacts.

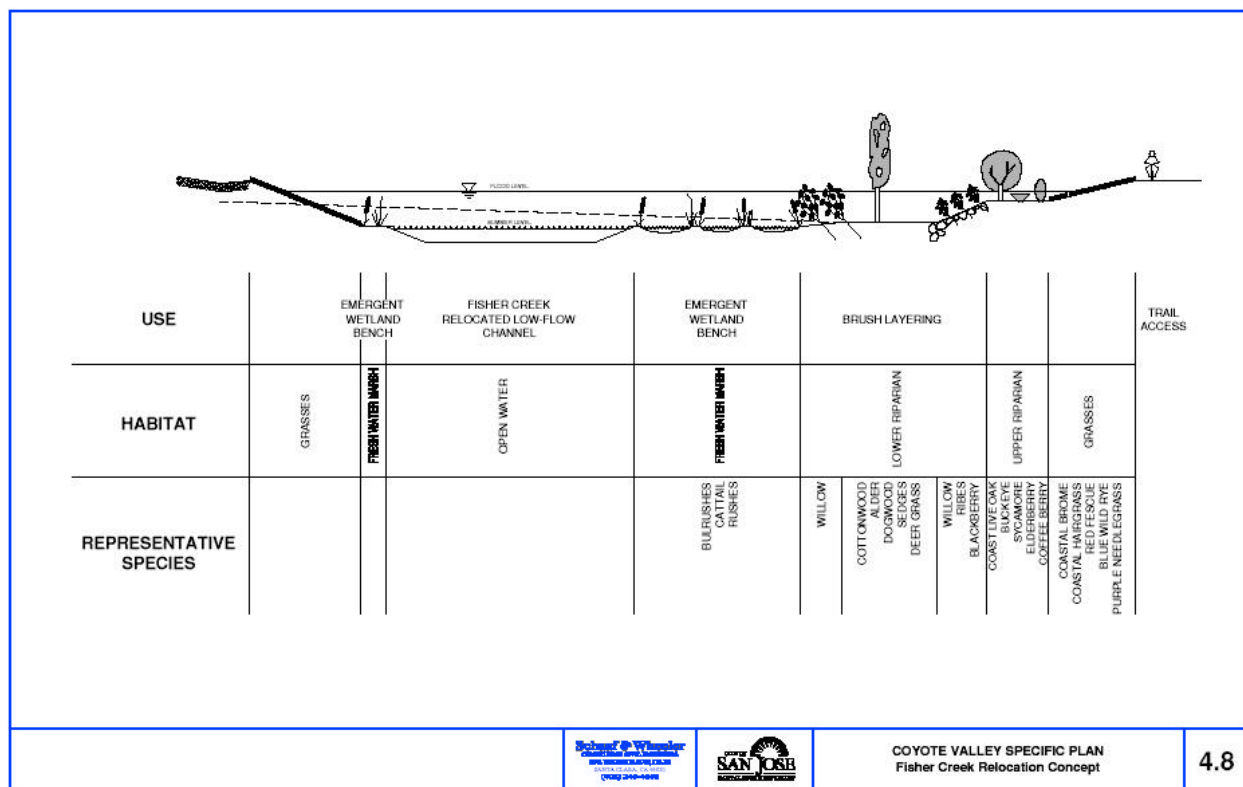
FISHER CREEK WATERSHED

The core armature plan's environmental footprint moves water through the valley in its natural (pre-existing) course. The drainage basin map shown below details the subdivision of tributary drainage areas used for analysis.



Tributary drainage areas used for hydrologic analyses

The current Fisher Creek would be abandoned from Richmond Avenue to Bailey Avenue. South of Richmond, a riparian corridor would be restored along the creek, and this corridor would be continued through the lowlands between Richmond and Bailey in the creek's historic course. The corridor would average roughly 300 feet in total width, varied for interest, with about 30 feet left open and maintained for flood flow conveyance. Based on planned facilities north of Bailey Avenue, the channel would be between 8 and 10 feet deep to the low-flow channel. In concept, the riparian corridor would look something like this:



Flood flows are conveyed through the open water portion of the corridor, which is maintained, while the riparian areas provide flood storage to help reduce downstream flows. A series of control structures (e.g. culverts) at road crossings are sized to back water up into the riparian areas, which are ineffective for flow conveyance.

When this concept is modeled using the 300-foot corridor from the core plan, 100-year Fisher Creek discharge at Coyote Creek (2,200 cfs) exceeds existing conditions discharge (1,890 cfs). Either this riparian corridor needs to be enlarged, or an additional storage facility provided.

Focal Lake

The focal lake provides the necessary means for further reductions in post-urban runoff. A preliminary lake concept with about 60 acres of surface area, a vertical bulkhead at the normal pool elevation, and 5:1 maximum side slopes away from the lake has been modeled.

In the most optimum drainage configuration, urban areas in the Northeast District would drain to the lake rather than Fisher Creek, discharging urban runoff across an environmental edge for pollutant filtration. Under this scenario, the predicted results listed in Table 1 are achieved. “Constraint” refers either to an existing condition that must be matched, or a design constraint imposed by previously approved facilities in North Coyote.

Table 1: Core Plan Model Conditions on Fisher Creek

Condition	Discharge or Stage	
	Constraint	Proposed
Bailey Avenue Discharge	2,975 cfs	2,910 cfs
Laguna Seca Storage Elevation	250 feet ±	250.1 feet
Discharge to Coyote Creek	1,890 cfs	1,835 cfs
Focal Lake Surge		4.1 feet

At a 5:1 edge slope, a four foot surcharge means a band of maximum winter ponding outside the normal lake surface of 20 feet. Further iterations based on different lake edge treatments are recommended if this is an unacceptable solution. (It should also be pointed out that more detailed analysis will be necessary once a firmer lake grading plan is available.) To decrease this surcharge, additional storage throughout the valley is required or the lake needs to be larger.

Some thought and analysis was given to allowing overflow from Fisher Creek into the focal lake. Regulatory hurdles may abound, but more practically; any substantial flood overflow from the creek into the lake overwhelms it in its present configuration and leads to untenable surcharges. (In one case with less reserved floodplain storage, 27 feet of lake surcharge was predicted.)

Winter surcharge can be accommodated within surrounding park uses, but there will be maintenance issues in terms of damaged landscaping, mud and silt removal, and a discontinuity of use. Public safety in the face of unpredictable weather is also an issue with joint use facilities such as this. Not allowing Fisher Creek flows into the lake may help ameliorate water quality issues during surcharge periods. Ten-year surcharge is predicted to be two feet with the core plan facility.

The focal lake has been modeled with a 48-inch diameter morning glory spillway set at the midpoint of the vertical bulkhead, discharging to Fisher Creek. An emergency spillway (weir) will also be provided in the event of normal spillway blockage or other problem. (The model shows no spill over the emergency release during a one-percent event.) The “safety valve” for flood releases should be downstream to the Fisher Creek Bypass, not into the focal lake.

Model scenarios have also been run allowing the Southeastern District to drain to the lake through the conceptual urban canal. However, the lake would need to be larger to absorb the additional runoff without excessive surcharge (up to ten feet). It is therefore proposed to drain this area to the urban canal at Santa Teresa Boulevard, but then back to Fisher Creek rather than to the lake.

Keeping the Fisher Creek Alignment

The path of least resistance from a regulatory perspective is to leave the Fisher Creek alignment alone. However, it is woefully inadequate to convey either natural or urban runoff through the valley. A flood bypass similar to the riparian corridor is still necessary to convey flood flows to waiting facilities at Bailey Avenue. Without a supply of low-flows, riparian habitats may be difficult to establish in this bypass. Recreational uses and other types of linear parks would, however, be compatible with the flood protection function.

Smaller Lakes

Smaller, dispersed lakes, seasonal wetlands and other dry detention facilities could be used to perform the flood flow attenuation function of the focal lake. Without examining a myriad of possibilities quantitatively, experience suggests that while such an alternative concept is feasible; often the sum total area of the dispersed lakes might exceed the total attenuation volume of the centralized focal lake due to issues in hydrograph timing and so forth. Further analysis would be required if such an alternative were to be considered.

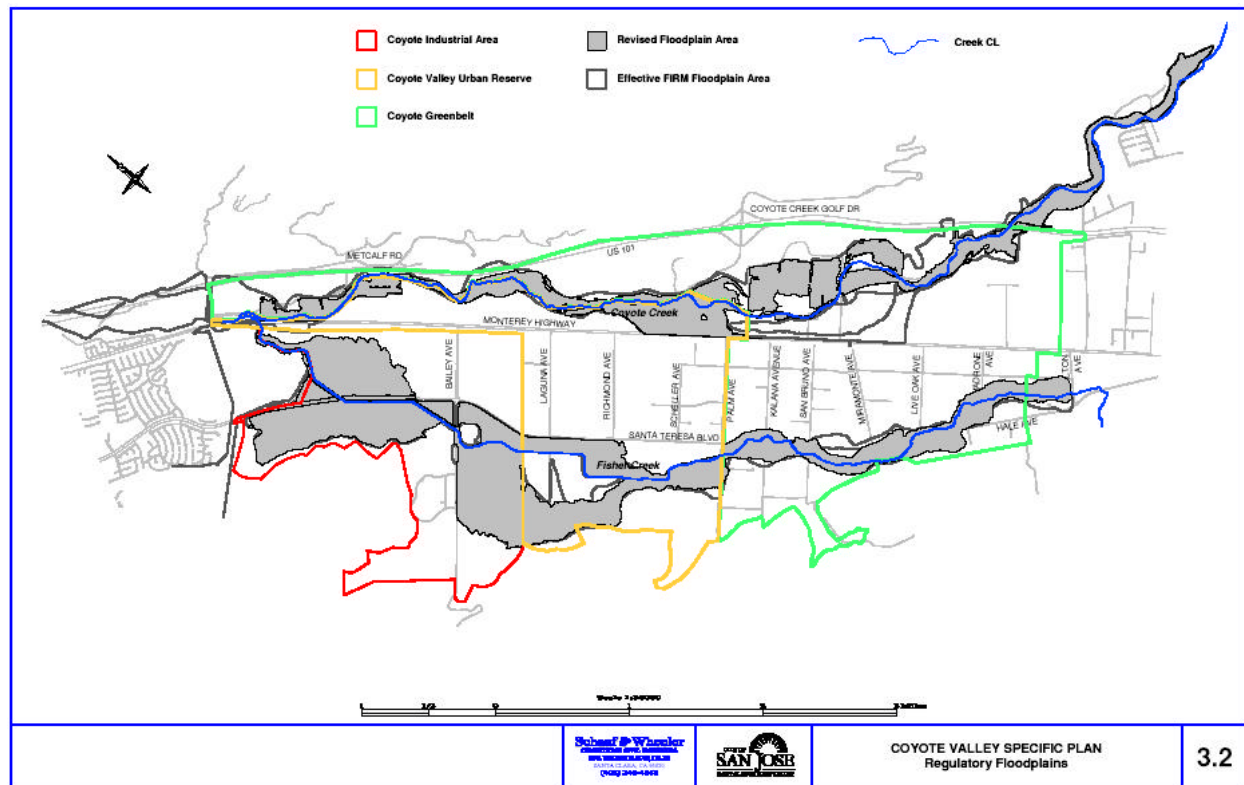
COYOTE CREEK WATERSHED

As indicated by Table 2, proposed development east of Monterey Highway has less than a 0.1 percent impact on discharge at the confluence. The larger issue is the plan for development within Coyote Creek's natural overbank floodplain.

Table 2: Hydrologic Impacts of Urbanization East of Monterey Highway

Location	Existing 100-year Discharge (cfs)	Developed 100-year Discharge (cfs)
Downstream Anderson Reservoir	12,615	12,615
Upstream Fisher Creek Confluence	12,803	12,811
Downstream Fisher Creek Confluence	13,495	13,502

It is also noted that the District's design discharges for Coyote Creek differ by about 15 percent from the published FIS, in which the 100-year discharge for this reach of Coyote Creek is 15,000 cfs. This difference may be due to differences in antecedent storage assumptions and design rainfall; and is significant because a 1,300 cfs spill across from Palm Avenue causes the overbank flooding:



This issue needs to be resolved in one of two ways:

- 1) Allow for the flow of roughly 1,300 cfs through the development by providing channel or street conveyance. Particular attention would be paid to the looping reconfiguration of Monterey Highway, which could block flow.
- 2) Place fill in the area to lift development above the floodplain. Since this is a perched creek, fill may be placed without affecting Coyote Creek between the natural banks and previously spilled flow would remain in the channel. With 15,000 cfs design discharge the maximum increase in Coyote Creek's water surface in reaction to the fill is about 0.8 foot. This will be a regulatory issue, although it appears that no significant damage to surrounding properties results. With a design discharge of 12,800 cfs (per SCVWD) this is not an issue.

Eventually, a far more detailed analysis of the Coyote Creek floodplain is required, including an update of current channel vegetation and roughness.

COYOTE VALLEY GROUNDWATER BASIN

The choice of an environmental footprint potentially affects the groundwater basin by altering patterns of groundwater recharge and discharge through Fisher Creek. The focal lake presents an additional opportunity for direct groundwater recharge or discharge.

Assuming that the depths of alternative channel and bypass alignments are roughly equivalent, the choice of an alternative is hydrologically neutral in its impact on the groundwater resource. A focal lake is likely to be lined and hydraulically disconnected from the groundwater, so its impact on the basin is limited as well.

EVALUATION CRITERIA

In summary, an environmental footprint analyses from the perspective of hydrology impacts the filtering criteria as such:

- a) Technical feasibility – each of the alternative footprints is technically feasible in concept, but without the focal lake, additional storage must be built into the plan.
- b) Regulatory feasibility – while implementation of the core plan will take additional regulatory effort relative to an avoidance concept for Fisher Creek, that effort should pay rewards in terms of a more natural and sustainable system.
- c) Ecological sustainability – The core plan footprint is the most sustainable plan for Fisher Creek since it flows with rather than fights nature. The focal lake adds sustainability issues to the equation.
- d) Value added – the core plan adds a focal point to the development and valuable riparian habitat. Other plans have similar values to the community although the core plan appears to be the most appealing. Hydrologically, the core plan functions the best.
- e) Inertia (getting started) – the proposed environmental footprint will likely start and define the development.
- f) Growth over time – Flood protection facilities are needed immediately. Phased growth is not an option. Drainage systems can grow over time to connect into waiting downstream facilities.
- g) Risk – Each flood protection alternative would be designed to meet national standards, which allow a one percent annual chance for exceedence. Nothing is risk-free.

- h) Social equity – not applicable
- i) Regional contribution – preservation of flood storage to attenuate downstream releases.
- j) Council Vision and Expected Outcomes – Drainage and flood protection are not specifically addressed in this document, but the environmental footprint is compatible with “a rich system of parks, trails, and recreation areas.”
- k) Traffic impacts within and surrounding Coyote Valley – hydrologically neutral.
- l) Healthy lifestyle – Protection from floodwaters and nuisance waters (both flowing and standing) is essential to a healthy lifestyle. Best management practices eliminating buried drainage system should be evaluated very carefully, particularly with the appearance of the West Nile Virus in Santa Clara County.
- m) Walkability – hydrologically neutral.
- n) Equitable spread of costs and benefits – assumed for each alternative footprint.

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EXECUTIVE SUMMARY

Technical Memorandum Determination of Environmental Impacts for the Coyote Valley Specific Plan

This technical memorandum provides an evaluation of the potential impacts to biological resources for three Coyote Valley Specific Plan (CVSP) Alternatives. The Coyote Valley Core Composite Plan (Core Plan) was analyzed for potential impacts to protected sensitive habitat types such as wetlands and riparian habitat and to federal or state endangered species and/or their habitat. The Core Plan and two other project alternatives were analyzed based on biological and regulatory consequences of differing alignments of Fisher Creek. Potential impacts were based on previous studies of biological resources within the CVSP area.

Potential impacts to wetlands, waters, and riparian areas as a result of the development of the Core Plan include up to 20 acres of impacts to wetlands, 30,595 linear feet (10 acres) of impacts to streams, 6 acres of impacts to ponds, and 23 acres of impacts to riparian areas. Many of these impacts are a result of the restoration of Fisher Creek to its historical alignment, which would improve the overall habitat value of the Fisher Creek corridor. In addition, potential impacts could also occur to habitat for the federally threatened California tiger salamander, bay checkerspot butterfly, California red-legged frog, western burrowing owl, and salmonids as a result of the development of the Core Plan.

The analysis of the biological and regulatory consequences of the differing alignments of Fisher Creek contained in the three CVSP alternatives found that all three plans are technically feasible, although the two alternatives involving realignments of Fisher Creek would require more study before implementation. All three alternatives would require similar levels of permitting and consultation with the federal, state, and local regulatory agencies. However, the direction of Fisher Creek into a focal lake would not likely be favored by these agencies and therefore be less feasible on a regulatory level. Fisher Creek in its current alignment would likely not be ecologically sustainable as it would not be able to accommodate the flow regimes imposed by urban environments. Directing the flow of Fisher Creek through a focal lake would likely have major impacts on the water quality of Fisher Creek and Coyote Creek, affecting the long term ecological sustainability of these resources. As currently designed, the Core Plan would impact the greatest amount of sensitive habitat among the three reviewed plans. However, if final project designs reduce these impacts and incorporate necessary mitigation, this would

be the most ecologically sustainable alternative.

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Technical Memorandum:

Determination of Environmental Impacts for the Coyote Valley Specific Plan Preferred Alternative

I. Introduction

The purpose of this memo is to provide an evaluation of the potential impacts to biological resources for three Coyote Valley Specific Plan (CVSP) Alternatives. WRA was requested to examine (1) potential impacts to sensitive biological resources (protected habitat types such as wetlands and riparian habitat and federal or state endangered species) that could occur as a result of development of the CVSP Core Composite Plan, and; (2) differing biological and regulatory consequences of three alternatives containing differing alignments of Fisher Creek. This document provides the methods, assumptions, and results of these analyses.

II. Methods

CVSP Core Composite Plan Analysis

Potential impacts to sensitive biological resources for the CVSP Core Composite Plan were identified based on a review of background literature and previous studies performed by WRA regarding habitats and special status species present in the CVSP area. Following the identification of potential impacts, the impacts were calculated using a Geographic Information System (GIS) database. GIS data from WRA studies of wetlands, streams, riparian resources, and special status wildlife species was overlain on a digital version of the draft CVSP Core Composite Plan. All areas that were identified in the Core Composite Plan as being planned for development (i.e., housing areas, roads, focal lake, and infrastructure) were included in the analysis of impacts. Sensitive biological resources (habitat or species presence) in areas planned for development were considered impacted. Resources that were shown in the Core Composite Plan as being present in their original position and alignment following development or were contained in areas identified as open space by the plan were considered avoided. Additional potential impacts that were not quantifiable at the present time were also identified and are discussed in the results section of this document. All calculated impacts are estimated and will be revised as more information regarding specifics of the Core Composite Plan become available.

Analysis of Differing Alignments of Fisher Creek

WRA also analyzed the biological and regulatory consequences of alternative alignments of Fisher Creek contained in three CVSP alternatives. The alternatives examined included:

- *Alternative 1:* An environmental footprint that is based on regulatory ease through avoidance of Fisher Creek and does not propose a lake;
- *Alternative 2:* An environmental footprint that incorporates multiple small lakes and enhances Fisher Creek; and
- *Alternative 3:* Restoration of Fisher Creek to its natural flow line and a focal lake (Core Composite Plan).

The analysis was performed using a specific set of filtering criteria provided by the City of San Jose. As not all of the filtering criteria were applicable to an environmental resources analysis, WRA performed the analysis of the three alternatives using the following criteria: (a) technical feasibility; (b) regulatory feasibility; and (c) ecological sustainability.

III. Results and Discussion

Core Composite Plan Analysis

Direct impacts to sensitive habitats that would occur as a result of the Core Composite Plan for Coyote Valley are summarized below.

Table 1. Potential impacts to biological resources for the CVSP Core Composite Plan.				
	Wetlands	Streams	Ponds	Riparian Areas
Total Impacts	20.1 acres	30,595 linear feet 9.9 acres	5.7 acres	23.1 acres

The impacts to wetlands are largely associated with the re-alignment of Fisher Creek and the construction of the floodway. This re-alignment and floodway construction will require excavation and filling of wetlands; however, there is also an opportunity to restore wetlands within the flood plain. While this loss would be considered temporary; the construction activity would a permit and necessitate mitigation. Other losses to wetlands include alignments of the parkway, lost of wetlands along Fisher Creek, and development. The stream impacts are associated with the loss of the existing man-made Fisher Creek and the small tributaries to Fisher Creek within the Urban Reserve and the North Coyote area. The impacts to ponds are associated with the proposed development for North Coyote. The impacts to riparian areas are the loss of habitat along the current alignment of Fisher Creek and the tributaries to Fisher Creek in the Urban Reserve.

The Core Composite Plan could also directly impact the federally threatened California Tiger

Salamander (CTS), which is known to occur in at least one of the ponds along the western border of the Urban Reserve. Development proposed in this area may impact an unquantified amount of CTS estivation (summer hibernation) habitat near this pond. The additional connector ramps to Highway 101 have the potential to impact serpentine grasslands that occur along Highway 101 east of the CVSP area. A water reservoir might also be constructed to support this project and could have direct impacts to serpentine habitats including critical habitat for the Bay Checkerspot Butterfly. California red-legged frog habitat may be impacted by interchanges to be located along Coyote Creek. Finally, burrowing owl habitat will be impacted by the project through loss of known nesting site and foraging area.

Indirect impacts may occur to salmonids in Coyote Creek as a result of overflow from the focal lake into Fisher Creek. Lakes and ponds along creek systems tend to raise water temperatures, increase sedimentation, and provide habitat for non-native predatory fish which can impact salmonid populations through reduction of habitat quality and predation. The focal lake adjacent to Fisher Creek has the potential to overflow into Fisher Creek during major storm events. Although this would occur seldomly, there is potential for release of predatory fish, large sediment plumes, and pollutants from the lake into Fisher Creek, which may impact salmonids in Coyote Creek.

Finally, indirect impacts to Bay Checkerspot butterfly may result from air pollution discharge. This impact was noted by the US Fish and Wildlife Service for the North Coyote project and has yet to be analyzed for the Composite Core Plan.

Analysis of CVSP Alternatives

The results of this analysis are more generalized than the review of the Core Composite Plan due to less detail contained in the plans for the two other alternatives.

(A) Technical Feasibility:

All three alternatives are technically feasible from a biological perspective. All of the alternatives will require permitting by the federal and state resource agencies which may affect their ability to be implemented. However, it is not likely that any of the alternatives would result in an appeal by the Environmental Protection Agency nor a jeopardy opinion by the US Fish and Wildlife Service.

Alternatives 2 and 3 would require additional study for proper implementation due to changes in the flow and alignment of Fisher Creek.

(B) Regulatory Feasibility:

All three alternatives will require the following permits or agreements:

- Streambed Alteration Agreement (SAA) from the California Department of Fish and Game (CDFG),

- Section 404 Individual Permit from the U.S. Army Corps of Engineers (Corps),
- Section 401 certification and National Pollutant Discharge Elimination System (NPDES) permit from the San Francisco Regional Water Quality Control Board (RWQCB),
- Section 7 consultation from U.S. Fish and Wildlife Service (USFWS),
- a Santa Clara Valley Water District (SCVWD) permit,
- a heritage tree removal permit from the City of San Jose, and
- a Riparian Corridor study for Santa Clara County.

Because of the size and complexity of the CVSP, all alternatives are likely to require major permits for the agencies and the timing of those permits is likely to be the same despite differences in impacts and mitigation. The opportunities for mitigation within the CVSP are likely to be sufficient to meet the needs of direct impacts to habitats and species, based on current information. However, indirect impacts associated with loss of CTS estivation habitat and air pollution impacts to serpentine habitat may need to be mitigated through off-site acquisition.

Alternative 1: Maintaining Fisher Creek in its current alignment meets the base requirements set forth in the Clean Water Act and the Regional Board Basin Plan in that it “avoids” wetlands and riparian areas. However, the increased flows from urban runoff would cause further erosion and degradation of the stream. As a result, Fisher Creek would have to be improved or altered to handle the change in the land use of its watershed. In addition, the “new reach” of Fisher Creek constructed to handle flood flows may result in diversion of some of the water in the existing channel. A portion of this new reach would impact existing farmed wetlands. While on the surface, this alternative may appear to avoid impacts to wetlands and riparian areas, it will still require major permits from the federal and state agencies.

Alternative 2: This alternative would restore Fisher Creek to its historic alignment as can best be assumed from the available data while maintaining the existing alignment. While resulting in greater fill in wetlands where the new alignment crosses, it may be viewed as a restoration of the historic Creek. Loss of wetlands and riparian habitat would be mitigated within the new alignment of the floodway. This alternative would require consultation DFG and USFWS due to the potential for impacts to water quality and special status species such as steelhead and CTS as a result of the incorporation of ponds and redirection of flow from Fisher Creek into the focal lake.

Alternative 3: This alternative has many of the same features and issues as Alternative 2; however, it will result in the loss of current alignment of Fisher Creek. The mitigation required for this alternative would likely be highest of the three alternatives.

(C) Ecological Sustainability

Alternative 1: This alternative would be the most effective at maintaining the current quality of water resources as it would directly impact the smallest amount of existing resources. However, it is not likely that Fisher Creek will be sustainable in its current alignment following the development of the CVSP area. Water resources in the CVSP

area have been extensively modified by agricultural activity and do not represent natural conditions in the site, lowering the long term value of habitat for biological resources.

Alternative 2: This alternative could reduce the quality of existing water resources in the CVSP area. The flow of Fisher Creek through multiple small lakes and the focal lake would likely reduce the water quality in Fisher Creek and Coyote Creek, contributing to higher water temperatures, altering sediment dynamics, and favoring non-native species. However, the amount of other biological resources, such as riparian areas and wetlands, conserved, created or enhanced by this alternative is potentially the highest of the three alternatives. In addition, the placement of the newly aligned Fisher Creek near the western foothills would provide a natural buffer between the development and the undeveloped areas.

Alternative 3: If properly designed, the realignment of Fisher Creek has the potential to enhance the current quality of water resources in the CVSP area, improving the habitat quality for steelhead and other special status species. However, this may come at the expense of loss of existing riparian habitat along the existing Fisher Creek and wetlands currently present in the proposed area of realignment, which would require additional mitigation. This mitigation would be most feasible and ecologically sustainable if implemented within the realigned Fisher Creek corridor.

Conclusion

All three CVSP alternatives are feasible from a biological perspective. Alternative 1, while seemingly avoiding impacts to wetlands and riparian areas, will have indirect impacts associated with changes in land-use. In addition, the long term sustainability of these resources in their current state and alignment following development of the CVSP area is questionable.

Alternative 2 could greatly reduce the value of existing riparian habitat along Fisher Creek and Coyote Creek both as a result of alteration of hydrology as well as construction of lakes and ponds within or adjacent to Fisher Creek. However, Alternative 2 preserves more wetlands and riparian area than does Alternative 3 and has the potential to create or enhance more wetland and riparian area than any other alternative. It also provides a buffer between the western foothills and the development of the CVSP.

Alternative 3 impacts riparian areas through the filling of the current alignment of Fisher Creek and the floodway construction within existing farmed wetlands. However, most of the impacts for Alternative 3 are a result of the realignment of Fisher Creek. This realignment could improve the habitat value of Fisher Creek and Coyote Creek over the long term, but reducing impacts to existing wetlands should be considered in the specific design of the new channel so as to reduce the amount of mitigation required.



MEMORANDUM

To: Salifu Yakuba, City of San Jose

From: Mike Waller

Subject: Executive Summary - Transportation Analysis for the CVSP Core Composite Plan

Date: August 9, 2004

The Santa Clara Valley Transportation Authority (VTA) provided the current version of their 2030 Travel Demand Model for use in evaluating the urban design concepts. The model represents the entire nine-county Bay Area and five surrounding counties and provides the best ever representation of projected travel demand within the Bay Area and Santa Clara County. The model represents all major modes of transportation (auto, bus and rail transit, and non-motorized travel).

The two key distribution questions are how many trips will be “internalized” and the directional distribution of CVSP trips north and south of the valley. These questions are regionally important because the answers are a direct indication of where traffic impacts attributable to the CVSP development plan are likely to eventually occur. The model projects that during the AM peak hour:

- 28% of the CVSP trips are projected to occur within the valley (internalized)
- ~18% are projected to originate from Morgan Hill and Gilroy
- ~3% are projected to originate from communities located south of Gilroy

Therefore, about 21 percent of the morning inbound trips are projected to come from south of Coyote Valley.

The model also projects that of the AM Peak Hour Trips to Coyote Valley from the North:

- ~18% are coming from inside the area bounded by Highways 17, 85 and 101 (South San Jose)
- ~49% from the remainder of Santa Clara County

These results indicate that about 67 percent of the AM peak hour traffic to Coyote Valley will be traveling southbound in the reverse commute direction. This result is consistent with one of the major Coyote Valley planning objectives, which is to try and avoid adding traffic to the peak direction commute.

The travel demand modeling results indicate that *overall*, the amount of gateway roadway capacity may be adequate to serve the AM peak hour demand. However, it is important to note that the travel demand modeling results do indicate a demand for additional roadway capacity at many of the gateways. The gateway capacity issues will need to be addressed in subsequent traffic analysis work in order to determine whether these facilities will operate in a manner that complies with San Jose’s level of service policies.

The current Coyote Valley urban design plan includes employment and housing development plans that greatly exceed the previous 2025 projections. Consequently, and not surprisingly, the CVSP freeway analysis indicates a significantly overloaded Route 101 freeway north and south of Coyote Valley during the AM peak hour. Only the southbound segment of the freeway south of Coyote Valley is projected to operate with an acceptable volume-to-capacity ratio. All other freeway segments are projected to be operating at or over the available freeway capacity. The projected capacity deficiency is most severe for the freeway segments north of Coyote Valley. On these segments the freeway demand exceeds the available capacity by 20 percent or more. Additional transportation planning work will be necessary to address the freeway capacity deficiency issues.

The results indicate the planned CVSP circulation system within the valley will work as intended, and no significant increases in planned internal roadway capacity will be required. The traffic projections also indicate that it may be prudent to plan for additional capacity for the roadways that provide freeway connections. Additional capacity will also be needed on several of the roadways serving the relatively high concentration of employment along and north of Bailey Avenue.

Only limited conclusions concerning transit planning issues can be supported by the preliminary travel demand modeling. However, it is clear that there is a strong demand for the Caltrain service. The modeling indicates parking demand for about 750 parking spaces at the Coyote Valley Station. A parking lot of that size would be the largest on the Caltrain system. Further work should be done to investigate alternative operating strategies or extension alignments to attempt to maximize the potential ridership before concluding whether the line should be extended. The travel demand model's forecast that about 28 percent of the trips associated with the planned development would be "internalized" suggests that there will be a viable market for some kind of internal transit system. Further work should be done to investigate alternative service strategies, transit modes and alignments. Fixed guideway systems are inherently expensive, and it will be important to devise an internal transit service plan that phases in service in a cost effective manner.



MEMORANDUM

To: Salifu Yakuba, City of San Jose

From: Mike Waller

Subject: Transportation Analysis for the CVSP Core Composite Plan

Date: August 6, 2004

The purpose of this memorandum is to present the results from the preliminary travel demand modeling of the CVSP Urban Design Plan. The following sections briefly describe:

- Study Methodology
- Trip Distribution
- Gateway Demand
- Freeway Demand
- Internal Roadway Planning Issues
- Transit Planning Issues

Methodology

The Santa Clara Valley Transportation Authority (VTA) provided the current version of their 2030 Travel Demand Model for use on this project. This model represents the entire nine-county Bay Area and five surrounding counties and provides the best ever representation of projected travel demand within the Bay Area and Santa Clara County. The model represents all major modes of transportation (auto, bus and rail transit, and non-motorized travel).

Two scenarios were modeled. Scenario 1 represented the 2030 base case where Coyote Valley would be developed in accordance with current development approvals (e.g. Coyote Valley Research Park). Scenario 2 replaced the Coyote Valley Research Park urban design plan with the CVSP Core Composite Plan. The model was then used to forecast AM peak hour travel. These results have been summarized to address the key transportation related questions concerning the CVSP urban design plan.

Trip Distribution

The currently approved development concept for the Coyote Valley Research Park includes only large-scale campus industrial development. The associated travel demand was therefore, heavily peaked inbound in the morning and outbound in the evening. One important objective of the CVSP urban design plan is to balance the travel demand by providing significant housing and commercial development within the valley. The intent is to encourage the maximum amount of “internalization” of trip-making within the valley, and balancing the demand for inbound and outbound travel during both morning and evening peak periods. Thereby, maximizing the efficiency of the transportation system since it would be “loaded” in both directions.

Key AM Peak Hour Trip Distribution Findings:

- 28% of the CVSP trips were internal
- 33% of the CVSP trips were outbound
- 39% of the CVSP trips were inbound

Another important trip distribution question revolves around the directional distribution of CVSP trips north and south of the valley. This question is regionally important because it is a direct indication of where traffic impacts attributable to the CVSP development plan are likely to eventually occur.

Of the AM Peak Hour Trips to Coyote Valley from the South:

- ~18% are coming from Morgan Hill and Gilroy
- ~3% are coming from communities located south of Gilroy

Therefore, about 21 percent of the morning inbound trips are projected to come from south of Coyote Valley. This finding is consistent with previous analyses conducted during the preparation of the EIR for the Coyote Valley Research Park. These inbound AM peak hour trips are primarily associated with the employment opportunities within the valley.

Of the AM Peak Hour Trips to Coyote Valley from the North:

- ~18% are coming from inside the area bounded by Highways 17, 85 and 101 (South San Jose)
- ~49% from the remainder of Santa Clara County
- ~4% from the Peninsula communities
- ~8% from the East Bay communities

These results indicate that about 67 percent of the AM peak hour traffic to Coyote Valley will be traveling southbound in the reverse commute direction. This result is consistent with one of the major Coyote Valley planning objectives, which is to try and avoid adding traffic to the peak direction commute.

Gateway Demand

Eight roadways will eventually serve as “gateways” in and out of Coyote Valley. Three interchanges along Route 101 will eventually provide the most important connections between the freeway and development within the valley. One interchange and its connecting roadway (Bailey Avenue) are currently under construction. These gateways are planned to provide 17 lanes worth of inbound capacity and 16 lanes worth of outbound capacity to the valley. The slight imbalance in lane capacity is due to Bailey Avenue being planned to provide four inbound lanes and three outbound lanes.

The travel demand modeling results indicate that *overall*, the amount of gateway roadway capacity may be adequate to serve the AM peak hour demand. However, it is important to note that the travel demand modeling results do indicate a demand for additional roadway capacity at many of the gateways. However, it is important to note that the travel demand modeling results do indicate a demand for additional roadway capacity at many of the gateways. These include:

- Golf Course Drive (from the south),
- Monterey Road (from the north),
- Santa Teresa (north and south), and
- Bailey Avenue (over-the-hill).

The gateway capacity issues will need to be addressed in subsequent traffic analysis work in order to determine whether these facilities will operate in a manner that complies with San Jose's level of service policies.

Freeway Demand

The Route 101 freeway was recently widened to provide three mixed flow lanes and one high-occupancy vehicle lane through Coyote Valley. One of the fundamental planning assumptions used in planning the Route 101 improvement was that Coyote Valley would only contain approximately 21,800 jobs within the planning horizon. This assumption led to a design decision that would essentially fill the freeway to near capacity by the design year of 2025. The travel demand modeling results for the base scenario (which included the same Coyote Valley development projection) confirms the earlier freeway planning study.

The current Coyote Valley urban design plan includes employment and housing development plans that greatly exceed the previous 2025 projections. Consequently, and not surprisingly, the CVSP freeway analysis indicates a significantly overloaded Route 101 freeway north and south of Coyote Valley during the AM peak hour. Only the southbound segment of the freeway south of Coyote Valley is projected to operate with an acceptable volume-to-capacity ratio. All other freeway segments are projected to be operating at or over the available freeway capacity.

The projected capacity deficiency is most severe for the freeway segments north of Coyote Valley. On these segments the freeway demand exceeds the available capacity by 20 percent or more. The projected traffic volume exceeds previous projections by more than 1,100 vehicles per hour during the AM peak period. Additional transportation planning work will be necessary to address the freeway capacity deficiency issues.

Internal Roadway Planning Issues

The travel demand modeling results were also used to evaluate the proposed internal circulation system within Coyote Valley. Key questions relate to the number of lanes needed for various segments of Coyote Valley Parkway and the parkway alignment.

The results indicate the planned circulation system will work as intended, and no significant increases in planned roadway capacity will be required. The traffic projections show that much of the parkway will need to be constructed as a four-lane facility, and the magnitude of traffic volume may lead to a need for more detailed studies to determine the optimum method of traffic control at several high-volume intersection locations.

The traffic projections also indicate that it may be prudent to plan for additional capacity for the roadways that provide freeway connections. Additional capacity will also be needed on several of the roadways serving the relatively high concentration of employment along and north of Bailey Avenue.

Further traffic analysis work will be needed to address capacity deficiencies on Bailey Avenue (over-the-hill) and on Santa Teresa Boulevard south of Coyote Valley.

Transit Planning Issues

Only limited conclusions concerning transit planning issues can be supported by the preliminary travel demand modeling. However, it is clear that there is a strong demand for the Caltrain service. The modeling indicates parking demand for about 750 parking spaces at the Coyote Valley Station. A parking lot of that size would be the largest on the Caltrain system. In comparison, the Morgan Hill, San Martin and Gilroy Caltrain stations together provide a little over 1,200 parking spaces and serve roughly the same magnitude of housing.

The LRT extension from the current end-of-the-line station did not achieve a very high ridership projection. This result could be attributable to relatively slow LRT operating speeds in comparison to the Caltrain service, or a number of other reasons. Further work should be done to investigate alternative operating strategies or extension alignments to attempt to maximize the potential ridership before concluding whether the line should be extended.

The travel demand model's forecast that about 28 percent of the trips associated with the planned development would be "internalized" suggests that there will be a viable market for some kind of internal transit system. Further work should be done to investigate alternative service strategies, transit modes and alignments. Fixed guideway systems are inherently expensive, and it will be important to devise an internal transit service plan that phases in service in a cost effective manner.

Project No.
5969.3.001.01

July 30, 2004

Mr. Salifu Yakubu
Department of Planning, Building, and Code Enforcement
801 N. First Street, Room 400
San Jose, CA 95110

Subject: Coyote Valley Specific Plan Area
San Jose, California

TECHNICAL MEMORANDUM – COMPOSITE CORE PLAN

Reference: ENGEO Inc.; Preliminary Geotechnical Evaluation, Coyote Valley Specific Plan Area, San Jose, California; Revised June 14, 2004; Project No. 5969.3.001.01.

Dear Mr. Yakubu:

As requested, this technical memorandum has been prepared to present geotechnical and geologic input regarding the armature elements of the Coyote Valley Specific Plan (CVSP) Composite Core Plan prepared by Dahlin Group/KenKay. The Campus Industrial and Urban Reserve form the focus development area of the CVSP – Composite Core Plan (Core Plan), totaling approximately 3,327 acres.

Based upon information provided by the CSVP Land Planning team, the four armature elements of the Coyote Valley Specific Plan - Composite Core Plan include:

- (i) A spoke transit system.
- (ii) Restoration of Fisher Creek to its natural flow line and a focal lake.
- (iii) A Parkway that incorporates Bailey Avenue.
- (iv) A density distribution that emphasized intensification of workplace areas with structured parking; and moderate incorporation of residential hi-rise and mid-rise to allow the maximum opportunity for other family housing typologies such as town home and single family detached.

EXECUTIVE SUMMARY

The geotechnical review for the Composite Core Plan focused upon four armature elements and associated impacts to feasibility, cost versus value, and ability to develop if one of the four elements was varied while the other three elements remained constant.

The constant elements for our evaluation included a spoke transit system; a parkway that incorporates Bailey Avenue; and a density distribution that emphasized intensification of workplace areas with structured parking, and moderate incorporation of residential hi-rise and mid-rise to allow the maximum opportunity for other family housing typologies such as town home and single family detached. The variable armature element is Element (ii), restoration of Fisher Creek to its natural flow line and a focal lake, which was modified in the following three ways:

- An environmental footprint that avoids Fisher Creek and does not propose a lake.
- An environmental footprint that incorporates multiple small lakes and enhances Fisher Creek.
- Restoration of Fisher Creek to its natural flow line and a focal lake.

The geotechnical/geologic aspects of the Composite Core Plan with respect to feasibility, cost versus value, and ability to develop, however, are not highly sensitive or variable as Element (ii) varies. The geologic conditions in the valley floor area are generally alluvial deposits that range in current density, based upon their age of deposition. When subjected to prolonged ponding or flooding, some alluvial deposits, as with most soils, will experience reduced strength characteristics and will swell and shrink (densify) associated with seasonal wetting and drying. As a result, structures founded on shallow foundations and roadways may be affected. The impacts of ponding and flooding can be reduced with appropriate engineering mitigation measures, deep foundations, and/or limiting the amount of and time of ponding or flooding within the development area.

Varying Element (ii) could result in a loss of developable land through flooding, potential construction of flood prevention berms, additional storm water conveyance systems (open channels or subsurface piping), or additional bridges to span storm water conveyance systems. A reduction in developable land may affect feasibility, cost versus value, and ability to develop.

As the final land plan and its core Elements progress, other geotechnical issues to be studied, along with their potential impacts to the proposed development, include slope stability of drainage channel banks, lake banks, and proposed slopes; the potential for lateral spreading near existing or proposed channel and lake banks; the potential for liquefaction; the potential for faulting; and the potential for landsliding near the base of the foothills to the west. Engineering mitigation measures and remedial grading or special foundation design concepts to address these issues will be developed to reduce potential impacts to within normal standards and/or to offer value engineering layout adjustments to reduce costs or ease construction.

COMPOSITE CORE PLAN - BRIEF DESCRIPTION

The current land use model presents mixed-use residential (single-family detached to high-density hi-rise structures), workplace (office space to manufacturing facilities), retail, schools (elementary to junior college), and parks (neighborhood and organized sports), along with placeholders for other community facilities such as libraries, community centers, churches, fire stations, and police substations.

The distribution of facilities is well intermixed, but in general corporate parks and manufacturing facilities are located in the north-northeast portion of CVSP; professional office space is generally in central downtown CVSP; high-density residential areas are situated near downtown CVSP progressing to lower density residential areas away from downtown CVSP; and schools and other community amenities are strategically located along main access points to support residential neighborhoods.

COMPOSITE CORE PLAN - ANALYSIS CRITERIA

Evaluation of the composite core plan includes several, variable components that were provided for our consideration. From the provided list, the following analysis criteria were incorporated, as applicable, into the geotechnical and geologic evaluation:

- Feasibility
- Cost versus Value
- Ability to Develop

EVALUATION

As requested, our discussion for the CVSP area will focus on an Environmental Footprint in which Items (i), (iii), and (iv) are constant elements, and Item (ii) is variable:

Constants:

- (i) A spoke transit system.
- (iii) A Parkway that incorporates Bailey Avenue.
- (iv) A density distribution that emphasized intensification of workplace areas with structured parking; and moderate incorporation of residential hi-rise and mid-rise to allow the maximum opportunity for other family housing typologies such as town home and single family detached.

Variable:

- (ii) Restoration of Fisher Creek to its natural flow line and a focal lake;

- Item 1. An environmental footprint that avoids Fisher Creek and does not propose a lake.
- Item 2. An environmental footprint that incorporates multiple small lakes and enhances Fisher Creek.
- Item 3. Restoration of Fisher Creek to its natural flow line and a focal lake.

Since our preliminary geotechnical evaluation presented in the referenced document did not include subsurface exploration of field work, the information presented below is based upon published maps and other readily available information for the project area and our past experiences for projects in similar areas and complexity.

Assumptions:

Historical research, physical evidence, and recent research and analysis by Schaaf & Wheeler have confirmed that the existing Fisher Creek is not capable of carrying significant design level storm watershed without spilling over its banks. The topography of the site is relatively flat in proximity to the existing Fisher Creek alignment; therefore, we assume the surrounding area is currently a flood plain during heavy storm events, particularly the area west of Fisher Creek.

We assume Fisher Creek is intended to carry and transport pre-construction storm water entering the site and will not generally receive storm water from CVSP development. Therefore, two separate storm water systems are planned.

Variable (ii) – Item 1. An Environmental Footprint that avoids Fisher Creek and does not propose a lake.

From a geotechnical and geologic standpoint, alluvial and basin deposit soils mapped on the site, when subjected to prolonged periods of ponding, will experience reduced strength characteristics and will swell and shrink associated with seasonal wetting and drying. Improvements, such as roads and buildings, within close proximity to these areas could be impacted. Additionally, depending upon the conditions of the existing creek banks and proposed grading, impacts to the development with respect to lateral spreading and slope stability could occur. However, with standard engineering practices, creek setbacks, and site-specific remedial grading, this option is geotechnically feasible.

For this scenario, to improve the geotechnical performance of the soils supporting roads and buildings, it would be beneficial to control the area of flooding/ponding associated with avoidance of Fisher Creek. This could be accomplished in a variety of ways such as:

- Raising grades along the impacted valley areas to prevent impact from flooding, such as to elevations exceeding the 100-year flood level and allow Fisher Creek to overflow. Although raising grades in the valley area are likely to create drainable building pads, additional finished grade increases may be required to reach 100-year flood level

elevations. The height of the graded slope above the existing banks of Fisher Creek may encroach into current development areas.

For the existing Composite Core Plan, Constant (i) and (iii) are unaffected, Constant (iv) may be affected depending upon the engineered berm dimensions.

- Raising finished grades to elevations exceeding the 100-year flood level could be focused along, but just beyond, the banks of the existing Fisher Creek through construction of an engineered berm system designed to contain 100-year storm events within the banks of the creek. The width of the engineered berm may encroach into current development areas.

For the existing Composite Core Plan, Constant (i) is unaffected, and Constants (iii) and (iv) may be affected depending upon the engineered berm dimensions. A longer bridge on Bailey Avenue over Fisher Creek may be needed.

- Diverting storm water volumes that exceed the carrying capacity of the existing Fisher Creek into new channel systems.

For the existing Composite Core Plan, Constant (i) is unaffected, Constants (iii) and (iv) may be affected depending upon number of channels and additional bridges on Bailey Avenue associated with additional drainage channels.

- Minimal earthwork approach of constructing deep cut off subdrain systems along the edges of development (roads and buildings) bordering Fisher Creek to collect and rapidly transport subsurface water to approved outlet locations. Cut-off subdrains will help control saturation of soils supporting roads and structures supported on shallow foundation systems. Additional interior subdrain systems may also be necessary, as well as raising finished floor elevations of buildings, as a minimum, to above anticipated flood levels. Affected roads and other common areas may remain subjected to flooding.

For the existing Composite Core Plan, Constants (i) and (iii) are likely affected during peak storm event flooding, and Constant (iv) would be unaffected provided finished floor elevations are above 100-year flood levels.

- Selective site grading to place low expansive fill materials below buildings supported on shallow foundations to minimize shrink-swell potential associated with wetting and drying of the foundation materials. Raising finished floor elevations of buildings, as a minimum, to above anticipated flood levels would be anticipated. Affected roads and other common areas may remain subjected to flooding.

For the existing Composite Core Plan, Constants (i) and (iii) are likely affected during peak storm event flooding, and Constant (iv) would be unaffected provided finished floor elevations are above 100-year flood levels.

We understand the lake amenity to be a focal point of the CVSP development and a core component for drawing people and industry. The potential marketing/revenue losses by

removing the lake feature is not a geotechnical consideration. From a geotechnical perspective, there is no impact with removing the lake feature; however, the lake will create a readily available source of borrow fill for the overall CVSP area, which as a minimum is an earthwork benefit (reduction in import and associated costs).

Constants (i), (iii), and (iv) could be affected.

Characterizing and remediating existing and proposed development areas that exhibit potential impacts of slope instability, lateral spreading, and soil saturation will be necessary, but are not considered unique to this scenario. Site specific exploration, design, analysis, and remedial recommendations would be provided to improve the conditions or avoid select areas if cost or regulatory prohibitive. Remedial measures may include construction of subdrained keyways, cut-off subdrains, possible channel liners, and localized subexcavation and ground improvement techniques, as applicable.

Variable (ii) – Item 2. An Environmental Footprint that incorporates multiple small lakes and enhances Fisher Creek.

We assume that enhancing the existing Fisher Creek may not greatly increase the existing storm flow carrying capacity; therefore, we envision small detached lakes dispersed within and around the core development area, many of which will likely be connected into the enhanced Fisher Creek to increase the existing storm flow capacity.

Similar to Variable (ii) - Item 1 above, alluvial and basin deposit soils mapped on the site, when subjected to prolonged periods of ponding, will experience reduced strength characteristics and will swell and shrink associated with seasonal wetting and drying. Improvements, such as roads and buildings, within close proximity to these areas could be impacted. Additionally, depending upon the limitations of enhancing the existing creek banks and the proximity of the proposed improvements to the creek bank, impacts to the roads and buildings with respect to lateral spreading, slope stability, and soil saturation could occur. However, with standard engineering practices, design, creek setbacks, and site-specific remedial grading, this option is geotechnically feasible.

From a geotechnical standpoint, controlling the area of flooding/ponding associated with enhancement of Fisher Creek and construction of small lakes is important for maintaining the performance of foundation soils. The bulleted items discussed in Item 1 remain applicable, possibly to a lesser degree, based upon the type of creek bank enhancement, and are reiterated:

- Raising grades along the impacted valley areas to prevent impact from flooding, such as to elevations exceeding the 100-year flood level and allow Fisher Creek to overflow. Although raising grades in the valley area are likely to create drainable building pads, additional finished grade increases may be required to reach 100-year flood level elevations. The height of the graded slope above the existing banks of Fisher Creek may encroach into current development areas.

For the existing Composite Core Plan, Constants (i) and (iii) are unaffected, Constant (iv) may be affected depending upon the engineered berm dimensions.

- Raising finished grades to elevations exceeding the 100-year flood level could be focused along, but just beyond, the banks of the existing/enhanced Fisher Creek through construction of an engineered berm system designed to contain 100-year storm events within the banks of the creek. The width of the engineered berm may encroach into current development areas.

For the existing Composite Core Plan, Constant (i) is unaffected, and Constants (iii) and (iv) may be affected depending upon the engineered berm dimensions. A longer bridge on Bailey Avenue over Fisher Creek may be needed.

- Diverting storm water volumes that exceed the carrying capacity of the existing/enhanced Fisher Creek into new channel systems and small lakes.

For the existing Composite Core Plan, Constant (i) is unaffected, Constants (iii) and (iv) may be affected depending upon number of lakes, channels and additional bridges on Bailey Avenue associated with additional drainage channels.

- Minimal earthwork approach of constructing deep cut off subdrain systems along the edges of development (roads and buildings) bordering Fisher Creek to collect and rapidly transport subsurface water to approved outlet locations. Cut-off subdrains will help control saturation of soils supporting roads and structures supported on shallow foundation systems. Additional interior subdrain systems may also be necessary, as well as raising finished floor elevations of buildings, as a minimum, to above anticipated flood levels. Affected roads and other common areas may remain subjected to flooding.

For the existing Composite Core Plan, Constants (i) and (iii) are likely affected during peak storm event flooding, Constant (iv) would be unaffected provided finished floor elevations are above 100-year flood levels.

- Selective site grading to place low expansive fill materials below buildings supported on shallow foundations to minimize shrink-swell potential associated with wetting and drying of the foundation materials. Raising finished floor elevations of buildings, as a minimum, to above anticipated flood levels would be anticipated. Affected roads and other common areas may remain subjected to flooding.

For the existing Composite Core Plan, Constants (i) and (iii) are likely affected during peak storm event flooding, Constant (iv) would be unaffected provided finished floor elevations are above 100-year flood levels.

Construction of small lakes will create a readily available source of borrow fill for the overall CVSP area, which is an earthwork benefit (reduction in import, select grading, and associated costs). Depending upon the needs to keep the lakes full or partially full year-round, design and construction of the lakes should consider the soil type. Due to the alluvial/basin deposit soil

conditions (silty/clayey sands), the soils are expected to be relatively porous, allowing storm water to infiltrate through the base and sides of the lake unless treated (manufactured liner, admixture, engineered clay liner). Additionally, the holding capacity of naturally-lined lakes could possibly vary during the winter months due to increasing levels of groundwater, which will slow the rate of infiltration. Dewatering may be necessary for deeper lakes requiring less acreage impact than shallower lakes.

For the existing Composite Core Plan, Constants (i), (iii), and (iv) could be affected.

Variable (ii) – Item 3. Restoration of Fisher Creek to its natural flow line and a focal lake (Core Plan).

The current core plan shows Fisher Creek restored generally into its natural flow line and discharged into Laguna Seca at the north end of the project. The lake amenity is proposed near the center of the downtown area to serve as a focal point for the overall CVSP project. The lake also appears to be the outfall point for treated development storm water drainages (piped and hard surfaced open channels), and handles storm events that overwhelm the restored Fisher Creek via a downstream overland release area. An upstream bypass channel from Fisher Creek into the development drainage channel is also identified.

Similar to Variable (ii) - Items 1 and 2 above, alluvial and basin deposit soils mapped on the site, when subjected to prolonged periods of ponding, will experience reduced strength characteristics and will swell and shrink associated with seasonal wetting and drying. Improvements, such as roads and buildings, within close proximity to these areas could be impacted. Additionally, depending upon the proximity of the proposed improvements to unlined creek and lake banks, impacts to the development with respect to lateral spreading, slope stability, and soil saturation could occur. However, with standard engineering practices, setbacks, and site-specific remedial grading, this option is geotechnically feasible.

For the existing Composite Core Plan, Constants (i), (iii), and (iv) should be unaffected.

The performance of soils in the development area are improved by controlling flooding/ponding associated with restoring Fisher Creek and construction of the focal lake. For the restored Fisher Creek and focal lake construction, we anticipate that raising finished grades within the development area to exceed the 100-year flood elevations is possible. This will minimize ponding and saturation of foundation soils. Depending upon the layout and proximity of the creek, drainage channels, and focal lake to residential development, deep cut off subdrain systems may be beneficial along the edges of development (roads and buildings) bordering/below the water features to collect and rapidly transport water to approved outlet locations. As noted in Item 1, cut-off subdrains will help control saturation of soils supporting roads and structures supported on shallow foundation systems.

For the existing Composite Core Plan, Constants (i), (iii), and (iv) should be unaffected.

As noted in Variable (ii) - Item 1, we understand the lake amenity to be a focal point of the CVSP development and a core component for drawing people and industry. From a geotechnical perspective, the lake will create a readily available source of borrow fill for the overall CVSP area, which is a drainage benefit, a flood zone benefit, and a general earthwork benefit (reduction in import and associated costs). Design and construction of the lake should consider the anticipated soil conditions forming the base and sides of the lake (alluvial/basin deposits), the seasonal variation in groundwater levels, and the intended lake usage and size. Based upon discussion, the lake will be used for recreational uses including swimming and boating (small motorized and non-motorized) and, therefore, it is desired to maintain a fixed water level year round. Based upon our research, the soil deposits at the lake area are expected to be silty clays overlying silty/clayey sands which are generally permeable. According to published maps and irrigation well information obtained by Schaaf & Wheeler, the groundwater elevations fluctuate seasonally from near the existing surface to roughly 35 feet below the existing surface. As a result, the lake should not be expected to maintain a constant water level unless lined (manufactured liner or import clay soil), amended with chemicals or products mixed into the site soil, or unless water was continuously pumped into the lake. A manufactured liner may be the preferred alternative to accommodate seasonal groundwater levels and potential dewatering activities during construction.

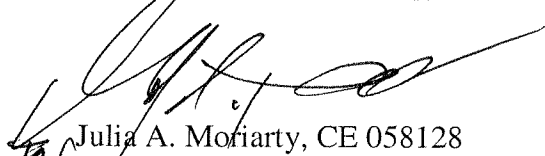
For the existing Composite Core Plan, Constants (i), (iii), and (iv) should be unaffected.

CLOSING


We hope this provides useful information. If you have any questions regarding the contents of this letter, please do not hesitate to contact us.

Very truly yours,

ENGEO INCORPORATED


Julia A. Moriarty, CE 058128
Associate Engineer
jam/pcg/cc:memo

Reviewed by:


Paul C. Guerin, CE 2099
Vice President





**Economic &
Planning Systems**
*Real Estate Economics
Regional Economics
Public Finance
Land Use Policy*

TECHNICAL MEMORANDUM

To: Laurel Prevetti and Salifu Yakubu, City of San Jose
From: Jim Musbach, Darin Smith, and Teifion Rice-Evans
Subject: Assessment of CVSP Composite Core Plan and Alternatives; EPS #13159
Date: August 13, 2004

Economic & Planning Systems, Inc. (EPS) has been retained to provide economic consulting services to assist in the City of San Jose's formulation of the Coyote Valley Specific Plan (CVSP). This memorandum provides EPS's preliminary analysis of the Composite Core Plan, as prepared by the Dahlin Group and Ken Kay Associates. On each of several dimensions — including marketability, financial feasibility, phasing, risk, social equity, and City-wide and regional impacts — EPS has provided commentary regarding the implications of the systems generally, as well as the variations in those systems represented by the current Composite Core Plan ("Core Plan") and the defined alternatives to the basic "armature" of that plan.

The key findings of this assessment are summarized on Table 1, and are as follows:

- **Transit System** — The "spoke," "loop," and "spine" transit alignment alternatives would present roughly equivalent benefits to the Coyote Valley community, property owners, and developers.
- **Parkway System** — The "Valley Floor" and "Grand Boulevard" options have roughly equivalent opportunity to improve adjacent property values and limit the risks that would be associated with the "Over IBM Hill" alternative.
- **Fisher Creek** — The relocation of Fisher Creek would offer optimal economic benefits, primarily by preserving the maximum amount of land for revenue-generating development.
- **Focal Landscape** — A system incorporating a central lake or series of lakes would be of roughly equivalent economic benefit, while a central green would provide less benefit. The central lake would add more to property values, but the series of lakes could be developed incrementally to defer some costs.

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COMPOSITE CORE PLAN DESCRIPTION

REQUIRED PARAMETERS

As required by the "Vision and Expected Outcomes" defined by the San Jose City Council, the Core Plan provides the following features in Coyote Valley:

- "(An) urban, pedestrian- and transit-oriented community with a mixture of housing densities, supportive businesses and services and campus industrial uses."
- Workspace for a minimum of 50,000 jobs, excluding retail, public, and quasi-public jobs
- Housing for a minimum of 25,000 households
- Provisions for open space amenities and public facilities (schools, libraries, etc.) within the urbanized area
- An urban development boundary, with land south of Palm Avenue retained as a "Greenbelt"

Beyond these physical planning requirements, the Council also established goals for the phasing and financing of the development in Coyote Valley, including the phase-by-phase maintenance of a jobs/housing balance in Coyote Valley and the achievement of "triggers" related to the City's fiscal condition. In addition, the Council stipulated that 20 percent of the homes at Coyote Valley must be offered at below-market-rate prices.

COMPOSITE CORE PLAN FEATURES

The Core Plan, as currently presented by the Dahlin Group and Ken Kay Associates, meets the physical planning requirements established by the City Council's "Vision and Expected Outcomes." The Core Plan includes the following:

- Development oriented around light and heavy rail systems, as well as schools and parks within walking distance of homes
- Workspace for over 50,000 qualifying jobs, ranging from low-rise industrial buildings to high-rise offices
- Over 25,000 housing units ranging from single family detached units to high-rise condominiums
- A mixed-use and pedestrian-friendly "community core" with higher density development including office, residential, and retail space

- The maintenance of an urban development boundary at Palm Avenue

The Core Plan does not make specific recommendations regarding the phasing or financing of development, nor does it specifically locate the below-market-rate housing units.

ECONOMIC ASSESSMENT OF THE CORE PLAN ARMATURE

The Core Plan establishes a basic land use program, as well as an "armature" of features upon which there are potential variations. At this point in the planning process, the land use program is still somewhat preliminary and flexible, and will be subject to significant refinement throughout the coming months. The armature, by contrast, sets the basic organization of the overall Core Plan and its land uses, and is the subject of this assessment.

TRANSIT SYSTEM

General Considerations

The following considerations pertain to all variations of the Coyote Valley transit system. The system defined in the Core Plan, and alternatives to the Core Plan system, are addressed subsequently.

Marketability

In numerous studies, transit service has been shown to enhance property values for both housing and workspace that is within walking distance (roughly ¼ mile) of stations. For instance, a 2001 study of land values near transit in Santa Clara County indicated that property values increase by roughly 23 percent near light rail stations, and by over 100 percent near commuter rail stations.¹

The marketing advantages of any transit system in Coyote Valley will be largely contingent upon its connections beyond Coyote Valley. While it is hoped that many of the future residents of Coyote Valley will also work in Coyote Valley, it is likely that a significant majority of residents will work elsewhere, and many employees of Coyote Valley firms will live elsewhere. To the extent that Coyote Valley's transit system provides convenient, reliable, and rapid connections to other systems and locations, Coyote Valley properties will realize comparatively higher values than if transit were not provided. If, however, the transit service only provides connections within Coyote Valley, the marketing advantages of transit are likely to be reduced.

¹ "Rail Transit's Value-Added: Effects of Proximity to Light and Commuter Rail Transit on Commercial Land Values in Santa Clara County, California," by Robert Cervero and Michael Duncan, UC Berkeley.

Feasibility

The price premiums associated with the transit system will enhance the feasibility of development, not only by adding value to individual building prototypes (and therefore land values), but also by potentially increasing the values to such degree that higher-cost building types (e.g., taller buildings, structured parking, etc.) will be feasible. For example, the cost to develop a seven-story office building with structured parking in Coyote Valley has been estimated at roughly \$285 per square foot of building.² To support a land value of \$1.0 million per acre (at a Floor Area Ratio of 1.0), the rents for that office building would need to be \$33.80 per square foot per year (see Table 2). If rents for office space increase by 10 percent, the land value would increase dramatically, to \$2.3 million per acre. If the rents fall by 10 percent, the land value falls below zero, meaning the project is infeasible at any land price. Alternatively, if the land value is held constant at \$1.0 million, a 10 percent increase in achievable rents allows the building development costs to increase by 10 percent as well, which could provide for taller buildings, more structured parking, or other changes in the types of buildings that are financially feasible.

Almost all transit systems are built with significant subsidy from regional, state, and/or federal transportation funding sources. Coyote Valley's transit system should also be funded in this cooperative manner, particularly if the system will be connected to transit outside of Coyote Valley to provide a viable regional transportation alternative.

The ongoing costs to operate the system have not been estimated, but are likely to run in the millions of dollars annually. Few transit systems in the United States recoup even half of their operating costs through fare revenues, and instead rely on governmental subsidies. As with the capital costs required for construction, the Coyote Valley transit system should be financed cooperatively, with significant intergovernmental subsidies.

To the extent that such cooperative financing can be secured, the transit system in Coyote Valley should be financially feasible. To be most competitive for the receipt of such intergovernmental subsidies, the Coyote Valley transit system must provide strong linkages to employment and residential areas well beyond Coyote Valley.

Phasing

Given the desire to have significant ridership when the system begins operation, it is advisable that the transit system not be constructed until workspace and residential development in Coyote Valley is well underway. According to EPS's market analysis, the highest density residential and commercial building typologies will become increasingly marketable over the next decade or two, but these uses — which stand to benefit most from and contribute most to transit service — are unlikely to be realized in the first phase of development. This delayed phasing approach will also provide more time for Coyote Valley's transit system to compete for intergovernmental subsidies, which typically is a multi-year process.

² Lee Saylor Associates and EPS, July 2004.

The right-of-way for the transit system should be established in the initial development of the community, so that the system can be installed later without the need to re-acquire property. Also, EPS recommends that the Plan consider a change of transit mode over time, with initial transit service provided by less expensive vehicles (e.g. buses or rubber-tire trolleys) and more expensive vehicles being introduced only when trip demand increases significantly.

Risk

The development of a fixed-guideway transit system may depend upon the availability of funding sources external to the Coyote Valley project. As such, the system's development is subject to the budgetary limitations of regional, state, and federal agencies. This dependence places the Coyote Valley transit system at some risk of never being developed. However, given the high profile of this project and its ability to serve as a national and international model for transit-oriented development, it is probable that Coyote Valley will be highly competitive for transit development and operations funding. Also, the risk can be mitigated by starting with a less expensive transit technology (e.g., buses) and introducing more expensive vehicles and/or fixed guideway systems as the project's trip demand increases.

Social Equity

A transit system at Coyote Valley will provide an alternative to automobile transportation, potentially making Coyote Valley a more affordable place to live than other communities with lesser transit systems. Also, transit service to Coyote Valley's employment areas will enable workers of all income levels to access those job sites. While these benefits will accrue to some degree even if Coyote Valley's transit system only operates within Coyote Valley, the social equity benefits of the transit system will be much greater if Coyote Valley is connected to other areas through its transit system.

City-wide and Regional Impacts

Transit systems typically are intended to provide benefits to a large area by reducing freeway congestion, improving air quality, reducing commute times, and providing transportation alternatives for lower-income residents and workers. As discussed above, the Coyote Valley transit system will be costly to construct and operate, and is likely to require City or regional financial subsidies. Many communities have elected to provide those subsidies because of the greater benefits of transit ridership. These benefits will be relatively minor if Coyote Valley's transit system does not provide adequate connections beyond its own community.

Comparison of Alternatives

Core Plan — Spoke System

The Core Plan presents a "spoke" transit system that provides service to the northeastern parts of Coyote Valley (currently envisioned as predominantly employment space), and into the mixed-use community core, including a link to a Caltrain station on the Monterey Highway south of Bailey Avenue. From the

community core, the system would split, with one line running west to the employment areas along Bailey Avenue and another line continuing into the residential neighborhoods to the south. As shown on Table 1 (attached), this "spoke" system is likely to have the following economic effects:

1. Provide transit service within walking distance of most of the urban land in Coyote Valley, thus adding value to many properties.
2. Offer the potential to be developed incrementally, with longer routes and more expensive vehicles modes being phased in over time.
3. Share little right-of-way with existing roads, thus requiring additional land that could not be developed for revenue-generating uses.

Alternative #1 — Spine System

The "spine" system would be comprised of a single transit line running generally north-to-south through the project west of Monterey Highway. The "spine" system would run from the northwestern parts of Coyote Valley, along Bailey Avenue through the mixed-use community core and into the more residential neighborhoods to the southwest. Compared to the alternative transit alignments, this "spine" alignment would have the following effects:

1. Provide transit service within walking distance of less of the urban land in Coyote Valley, thus adding less value to the developable properties.
2. Offer the potential to be developed incrementally, with longer routes and more expensive vehicles modes being phased in over time.
3. Allow greater flexibility over time, as extensions or spurs could be more easily added in response to emerging land use patterns and trip demand.
4. Share more right-of-way with existing roads, thus requiring less additional land that could not be developed for revenue-generating uses.

Alternative #2 — Loop System

The "loop" system would be comprised of a more-or-less circular transit system that follows a similar alignment to the "spine" system, but then returns from south-to-north via predominantly residential neighborhoods to the west. The "loop" would also provide service to potential employment development situated along Bailey Avenue, west of the community core. This loop alignment would have the following effects:

1. Provide transit service within walking distance of most of the urban land in Coyote Valley, thus adding value to many properties.

2. Offer the potential to be developed incrementally, with longer routes and more expensive vehicles modes being phased in over time.
3. Share little right-of-way with existing roads, thus requiring additional land that could not be developed for revenue-generating uses.

Conclusion

Without an estimate of the cost differences between the "spoke," "spine," and "loop" transit systems and alternative land use programs for each system, EPS is unable to specifically compare the financial costs and benefits of each alternative. Based on the criteria evaluated above, however, EPS concludes that the transit alignment alternatives would present roughly equivalent benefits to the Coyote Valley community, property owners, and developers (see Table 1).

PARKWAY

General Considerations

The following considerations pertain to all variations of the Coyote Valley parkway system, which is intended to provide the highest-speed automobile circulation through the Valley and provide connections to Highway 101. The specific parkway system defined in the Core Plan, and alternatives to the Core Plan system, are addressed subsequently.

Marketability

Convenient accessibility from high volume roadways is a valuable asset for all types of development, as it enhances the residents', employees', or shoppers' abilities to quickly travel from location to location. While access to a "parkway" is not the same as access to a freeway (freeways tend to carry significantly more traffic volume), the principle applies to parkways as well. Moreover, the parkway system envisioned for Coyote Valley is also expected to be a physically attractive "green" setting that also serves environmental and water quality functions. Traffic is expected to move briskly with few stops and starts, as the parkway system will be largely unsignalized but rely on roundabouts and other alternatives to conventional intersections. All of these factors suggest that the parkway system will enhance the marketability of all types of development, although perhaps not more than would a circulation system of similar traffic capacity and accessibility and visibility to adjacent properties.

Feasibility

Locations near the parkway are likely to command premium property values for office, R&D, and retail development. Apartments may also achieve premium rents near the parkways, as long as the parkway itself is not a significant cause of noise, pollution, visual blight, or other nuisances. Lower density residential development is less likely to achieve premium values near the parkway, but will still benefit generally from the improved accessibility through the community.

The price premiums associated with the parkway will enhance the feasibility of development, not only by adding value to individual building prototypes (and therefore land values), but also by potentially increasing the values to such degree that higher-cost building types (e.g., taller buildings, structured parking, etc.) will be feasible.

To date, EPS has not been provided any specific cost estimates for the Core Plan parkway system and its variations, nor for alternatives such as a more traditional street hierarchy (collectors, arterials, etc.). However, since the parkway will directly serve the Coyote Valley community and have limited value outside of Coyote Valley, EPS anticipates that the opportunities to have the parkway infrastructure funded regionally or even Citywide may be limited. This fact places a heavier burden on the developers and landowners in Coyote Valley.

Phasing

The Core Plan does not recommend a specific phasing plan for the parkway, but verbal representations have been made that the parkway would likely be developed only after the local streets (primarily arranged in an urban grid pattern) have reached high traffic volume levels. This phasing strategy would defer the significant cost of the parkway construction. However, it would also limit the value that the parkway can add to early stages of development. An office building located on a site that will not be served by a parkway for 10 or 20 years would be unlikely to capitalize the additional value that the parkway would eventually generate. A financing strategy that balances the cost of the parkway with its added value may result in a phased development, with portions of the parkway being built simultaneously with its adjacent development. Until the costs and benefits of the parkway can be measured, however, the optimal phasing strategy will remain uncertain.

Risk

The primary economic risk inherent in the development of the parkway system is that it adds significant costs that would otherwise be unnecessary, and does not recoup corresponding property values. EPS defers to the engineers and traffic analysts to evaluate the technical merits and costs of the parkway system compared to alternative circulation systems. To be conservative, EPS also would not add a premium to adjacent property values beyond those that would be generated by other circulation systems that offer the same traffic capacity.

Social Equity

The parkway system will have limited effects on the social equity goals of the Coyote Valley Specific Plan. However, the Plan may seek to distribute mixed-income housing to offer parkway accessibility for some affordable apartment units, but this will result in some sacrifice of the potential added value from the features, as affordable housing is price restricted and may not fully capitalize on the parkway value.

City-wide and Regional Impacts

The parkway system is intended to carry automobile traffic efficiently through the Coyote Valley community. To the extent that this function relieves traffic congestion on other routes, the parkway may have a positive impact on the City and region. However, given the total volume of traffic expected to be generated by the Coyote Valley community, it is highly unlikely that any of the existing roads will actually become less congested than they currently are due to the addition of the parkway.

Comparison of Alternatives

Core Plan — Valley Floor Parkway

The Core Plan establishes a route that avoids the hills north of Bailey Avenue and instead incorporates Bailey Avenue into the parkway system, but does not also provide transit service on Bailey Avenue. As shown on Table 1, this parkway system is likely to have the following economic effects:

1. Add value to many properties, particularly along the western end of Bailey Avenue envisioned for commercial/industrial development that can best capitalize on the parkway adjacency.
2. Allow for incremental development, thus providing opportunities to defer some major infrastructure costs to later phases of the project development.
3. Minimize intrusions into open space, habitats, and sloped areas, thus reducing costs and risks.
4. Fail to integrate transit right-of-way into the parkway right-of-way, thus requiring additional land that could then not be developed for revenue-generating uses.

Alternative #1 — Grand Boulevard Parkway

This alternative would also establish a parkway route that avoids the hills north of Bailey Avenue, but uses Bailey Avenue both as part of the parkway system and as a major transit boulevard. Compared to the Valley Floor design, this "Grand Boulevard" system is likely to have the following economic effects:

1. Add value to many properties, particularly along the western end of Bailey Avenue envisioned for commercial/industrial development that can best capitalize on the parkway adjacency.
2. Allow for incremental development, thus providing opportunities to defer some major infrastructure costs to later phases of the project development.
3. Minimize intrusions into open space, habitats, and sloped areas, thus reducing costs and risks.

4. Potentially reduce the total amount of right-of-way required for circulation (parkway and transit combined), thereby allowing for more developable land and land value in the Plan.

Alternative #2 — Parkway Over IBM Hill

This parkway alignment would not incorporate Bailey Avenue into the parkway, leaving it instead as a transit route and medium-volume automobile route. The parkway would then be routed through the IBM campus and current open space in the hills north of Bailey Avenue. This parkway system is likely to have the following economic effects:

1. Limit the added property values associated with the parkway, by reducing the amount of land served by or visible from parkway access points.
2. Fail to integrate transit right-of-way into the parkway right-of-way, thus requiring additional land that could then not be developed for revenue-generating uses.
3. Increase the risks of development by potentially requiring regulatory approvals for development in the open space and potentially adding costs due to the technical challenges of building roadways on steeper grades.

Conclusion

Without an estimate of the cost differences between the parkway systems and alternative land use programs for each system, EPS is unable to specifically compare the financial costs and benefits of each alternative. Based on the criteria evaluated above, however, EPS concludes that the Valley Floor and Grand Boulevard parkway alternatives would present roughly equivalent benefits to the Coyote Valley community, property owners, and developers, while the parkway over IBM Hill would be of significantly less benefit (see Table 1).

ENVIRONMENTAL FOOTPRINT

General Considerations

The following considerations pertain to all variations of the Coyote Valley environmental footprint, including a system of streams and lakes that serve both aesthetic and functional (water retention and quality) purposes for the Coyote Valley Specific Plan. The specific environmental footprint system defined in the Core Plan, and alternatives to the Core Plan system, are addressed subsequently.

Marketability

Open space and water features have proven time and again to be a valuable resource for enhancing the marketability of development, whether for residential or commercial use. Property values on or near dedicated open space in the Bay Area have proven to be as

much as 25 percent higher than similar properties without proximate open space.³ Waterfront properties have an even higher differential, whether the water is navigable, swimmable, or merely ornamental.

The marketing advantages of the environmental footprint system in Coyote Valley will be contingent upon the extent of the amenity that the environmental features provide. For example, adjacent property values are likely to increase most from a lake, followed by a stream or canal, and a passive park. Immediate adjacency to an active recreational park may add value to commercial development but can actually detract from the value of residential development, particularly if ballfields or courts are illuminated at night.

Feasibility

The amenity values associated with various environmental footprint systems can not only improve price points for a given type of development, but can also render alternative building prototypes feasible that otherwise would not be. For example, high-rise residential development is extremely expensive to construct, but if a high-rise residential development achieves premium price points because it overlooks a lake, the added value may be sufficient to allow the construction of such units to be profitable.

Despite the value added by these environmental features, they are not constructed without significant cost. Moreover, they are typically expensive to maintain over time. In Coyote Valley, however, there appears to be little choice but to incorporate a significant amount of environmental systems, if only because the water retention requirements are so high.

EPS's understanding is that the environmental footprint in Coyote Valley is primarily required to mitigate the impacts of development on the site so that "downstream" environmental conditions can be maintained but not greatly improved. As such, the opportunities to have environmental features funded regionally or even Citywide may be limited. This fact places a heavier burden on the developers and landowners in Coyote Valley.

Phasing

It is likely that a significant portion of the environmental features must be developed prior to or during the development of other residential and commercial uses in Coyote Valley, to mitigate the impacts of that development. Moreover, the earlier these environmental features are developed, the more of their potential value can be captured by the developable property. However, most (but not all) of the added value of these features should be capitalized into commercial and residential development even if that development precedes the construction of the environmental footprint features, so long as the features are expected to be developed within a few years.

³ "Quantifying Our Quality of Life: An Economic Analysis of the East Bay's Unique Environment," conducted by EPS (2000) for East Bay Regional Park District.

Risk

The development of the environmental footprint system will depend on permits and regulatory allowances that have not yet been secured. The added value from these features will be capitalized into properties only when their development is effectively ensured through these regulatory actions.

Social Equity

The environmental footprint features will promote social equity to the extent that they: 1) are equally accessible to Coyote Valley residents and workers as well as people from beyond the community, and 2) adequately serve their functional purposes of protecting the downstream environment. Both of these goals should be promoted by the Coyote Valley Specific Plan, by ensuring their technological adequacy and maintaining public access rather than privatized control of the features. The Plan may also seek to distribute mixed-income housing around the environmental features, but this will result in some sacrifice of the potential added value from the features, as affordable housing is price restricted and may not fully capitalize on the amenity value.

City-wide and Regional Impacts

The environmental footprint features will create impacts beyond the Coyote Valley area by: 1) protecting or failing to protect the downstream environment, 2) providing amenities that can be enjoyed by people from beyond the Coyote Valley community, and 3) requiring construction or maintenance funding from outside Coyote Valley. The costs for construction and maintenance for these features have not yet been provided to EPS, and the financing plan has not yet been formulated.

Comparison of Alternatives

Core Plan — Central Lake and Fisher Creek Relocation

The Core Plan establishes an environmental footprint system in which much of the water retention function is provided in a major lake created near the urban core of the new Coyote Valley community. This solution would also relocate all of Fisher Creek's water flow toward the western edge of the Valley, which is topographically lower and more "natural" (Fisher Creek was relocated once before, decades ago, for irrigation purposes). As shown on Table 1, this Core Plan system is likely to have the following economic effects:

1. Provide an organizing feature (the central lake) that creates an identity for Coyote Valley generally and its urban core in particular, that can be used as an attractive amenity for residents, workers, shoppers, and diners.
2. Increase the value of residential and commercial properties with views of the lake (primarily) or within walking distance (secondarily).

3. Reduce the overall amount of land required for water retention/detention, thus providing more land for revenue-generating development.
4. Increase the risks of development by: a) requiring regulatory approvals for waterway relocation and b) requiring a major up-front expenditure that relies on subsequent captured property values.

Alternative #1 — Central Green and Regulatory Avoidance

The first alternative system would not relocate or otherwise alter Fisher Creek and would not propose a major lake in the Coyote Valley project, but may instead rely on distributed open spaces and a new stream to carry and retain water. Compared to the Core Plan system, this alternative environmental footprint system would have the following effects:

1. Reduce the "place-making" advantage by replacing the lake with a focal park.
2. Reduce the added value of the environmental footprint amenities.
3. Require the most additional land for water retention/detention, thus providing less land for revenue-generating development.
4. Reduce the risk inherent in both regulatory requirements and up-front financing.

Alternative #2 — Series of Lakes and Additional Reach of Fisher Creek

This environmental footprint system would replace the single, focal lake with a series of smaller lakes that jointly serve the same environmental function as the larger lake. In addition, this system would enhance the existing Fisher Creek in its current location, but also add an additional "reach" to accommodate more water flow. This environmental footprint system would have the following economic effects:

1. Reduce the "place-making" advantage by replacing the focal lake with a series of lakes, which would not create an obvious central feature for Coyote Valley.
2. Reduce the added value of the environmental footprint amenities.
3. Require a moderate amount of additional land for water retention/detention, thus providing less land for revenue-generating development.
4. Allow for incremental development of the lakes rather than an up-front expenditure.

Conclusion

Without an estimate of the cost differences between the environmental footprint systems and alternative land use programs for each system, EPS is unable to specifically compare the financial costs and benefits of each alternative. Based on the criteria evaluated above, however, EPS concludes that the system incorporating a central lake and a relocated Fisher Creek would maximize the benefits to the Coyote Valley community, property owners, and developers (see Table 1).

Table 1
Economic Comparison and Ranking of Urban Structure/Design Armature Elements
Coyote Valley Specific Plan

RANKING
Neutral = 0
Better = 1
Better = 2
Best = 3

URBAN STRUCTURE ELEMENTS	EVALUATION CRITERIA/FILTERS						SCORE
	Added Value	Inertia	Developability	Risk	Equity Spread: Costs & Benefits		
Transit Alignment	Score	Comment	Score	Comment	Score	Comment	
General		Transit service can add significant value to both commercial and residential properties, but only to the extent it provides meaningful access to trip origins and destinations.	Type of service should correspond with level of ridership and cost of facilities; plan should provide opportunity to start with less expensive system, graduate to more expensive as ridership improves	Ability to re-align routes to respond to development should be emphasized; easier to accomplish this with non-fixed system (e.g. buses rather than light rail)	Risk is minimized by allowing flexible, lower-cost system on primary vehicle routes while Coyote Valley is developing; increasing service as land use pattern becomes fixed and demand grows	Alignments that share R.O.W. with other modes can maximize undevelopable land; alignments that touch multiple large properties distribute costs/benefits more equitably	
Spoke	2	Provides service to more of Coyote Valley, resulting in more potential "value capture"	R.O.W. establishment can begin anytime as part of infrastructure plan; Facilities constructed and operations begin when adequate origin/destinations in place	Can establish R.O.W., construct facilities, and expand operations incrementally as surrounding areas develop	Minimally on major vehicles routes (Santa Teresa); moderately flexible for later changes and extensions	Minimally on shared R.O.W. (Santa Teresa); alignment touches many major properties	10
Loop	2	Provides service to more of Coyote Valley, resulting in more potential "value capture"	R.O.W. establishment can begin anytime as part of infrastructure plan; Facilities constructed and operations begin when adequate origin/destinations in place	Can establish R.O.W., construct facilities, and expand operations incrementally as surrounding areas develop	Partially on major vehicles routes (Bailey, Santa Teresa); least flexible for later changes or extensions	Partially on shared R.O.W. (Bailey, Santa Teresa); alignment touches many major properties	10
Spine	1	Less transit coverage = less property value capture	R.O.W. establishment can begin anytime as part of infrastructure plan; Facilities constructed and operations begin when adequate origin/destinations in place	Can establish R.O.W., construct facilities, and expand operations incrementally as surrounding areas develop	Mostly on major vehicles routes (Bailey, Santa Teresa); most flexible; least expensive; can extend or add spur later	Mostly on shared R.O.W. (Bailey, Santa Teresa); alignment touches fewer major properties	10

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URBAN STRUCTURE ELEMENTS	Added Value		Inertia		Developability		Risk		Equity Spread: Costs & Benefits	
	Score	Comment	Score	Comment	Score	Comment	Score	Comment	Score	Comment
Pathway System										
General		Convenient with easier access from major traffic routes adds value to commercial properties and retail housing; attractive design can enhance overall project value if capacity is adequate		Parkway can be developed as early traffic route or R.O.W. can be established early for later development of parkway as traffic volumes increase		Parkway can be developed incrementally as demand grows from surrounding uses, or can be developed up-front as environmental and traffic feature		Parkway alignments that minimize intrusion into habitats, steeped areas, or existing properties have lower risk		Alignments that use existing R.O.W. and/or share R.O.W. with other modes can minimize undevelopable land; alignments that touch multiple large properties distribute costs/benefits more equitably
Valley Floor	2	Provides parkway access/adds value to major employment centers (Bailey Ave, community core, etc.)	2	R.O.W. establishment and facility construction can begin anytime as part of infrastructure plan	2	Alignment shared with Bailey Avenue may facilitate development of that portion of the parkway	2	Minimal intrusion on slopes, habitats, and existing properties	2	Partially on existing R.O.W. (Bailey Ave); alignment touches many major properties
With Grand Boulevard	2	Provides parkway access/adds value to major employment centers (Bailey Ave, community core, etc.)	2	R.O.W. establishment and facility construction can begin anytime as part of infrastructure plan	2	Alignment shared with Bailey Avenue may facilitate development of that portion of the parkway	2	Minimal intrusion on slopes, habitats, and existing properties	3	Partially on existing R.O.W. (Bailey Ave) and shared with tribal; alignment touches many major properties
Over IBM Hill	1	Most beneficial alignment; provides access and adds value to lowest properties	1	Construction may be delayed over the hill due to environmental restrictions	1	Alignment requires bifurcation of IBM property, which may delay development	1	Requires construction over hill (steeped open space) and through IBM property	1	Minimally on existing R.O.W.; alignment places heavier burden on IBM property
SCORE										

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	Score	Comment	Score	Comment	Score	Comment	Score	Comment	Score	Comment	SCORE
Fisher Creek Alignment											
General		Property along water features can achieve premium values commensurate with the feature's attractiveness and level of maintenance; less land for creek alignment means more land for development		EPS defers to hydrologists and other technical experts		EPS defers to hydrologists and other technical experts		EPS defers to hydrologists and other technical experts		Creek alignment that requires least amount of land for water flow are most acceptable -- property owners on creek alignment gain more value to offset costs	
Regulatory Avoidance	1	Least physically attractive alternative (least "natural"); adds least value to surrounding properties	0	N/A	0	N/A	0	N/A	1	Current Fisher Creek cannot accommodate adequate flow, so more land is required for additional flow; planners estimate that this scenario requires most land	2
Additional Reach	2	More physically attractive alternative; adds more value to surrounding properties	0	N/A	0	N/A	0	N/A	1	Current Fisher Creek cannot accommodate adequate flow, so more land is required for additional flow; planners estimate that this scenario requires most land (same as "avoidance")	3
Relocation	2	More physically attractive alternative; adds more value to surrounding properties	0	N/A	0	N/A	0	N/A	3	Planners estimate this alignment requires least amount of land for water flow and setbacks, so developable land is maximized	5

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URBAN STRUCTURE ELEMENTS	Added Value		Inertia		Developability		Risk		Equity Spread: Costs & Benefits
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Focal Landscape		Major landscape elements can be organizing elements and amenities that add value to properties and can enable feasibility of higher-density development; water features serve dual purpose as amenity and necessary water quality system		Water retention/detention will be needed as development occurs; amenities are desired close to time of surrounding development for maximum impact on property values		Landscape features/system that can be developed incrementally can allow flexibility in design and financing as surrounding development occurs		Risk is closely related to developability, so double-counting may skew results	
General		Property value premiums associated with green open space are lower than those associated with large water features; requires other land in project to be used for water detention/retention		Green could be built anytime, but would require that water retention/retention be provided elsewhere early in project		Green itself could be built anytime, and water retention/detention required elsewhere could be developed incrementally		Central Green would consume land with little offsetting property value; water retention/detention features still likely to be concentrated on relatively few parcels but require much more land if all shallow rather than deep like lake	
Central Green	1		2		2		0	See "Developability"	1
Series of Lakes	2	Attenuates "premium" properties but loses some value as central organizing element; unlikely to enhance property values as much as central lake concept would	2	Lakes could be built as amenity and water quality feature early in overall development	2	Lakes could be developed incrementally as additional retention/detention capacity is required	0	See "Developability"	2
Central Lake	3	Serves as organizing element for community core; adds maximum value to most enhance feasibility for higher-density products	2	Lake could be built as amenity and water quality feature early in overall development	1	Large lake must be developed at one time, rather than in increments	0	See "Developability"	3
								Central Lake would consume land with maximum offsetting property value; water retention/detention features still likely to be concentrated on relatively few parcels	9

Table 2
Illustrative Rent/Land Value/Development Cost Sensitivity Analysis
Seven-Story Office with Structured Parking
Coyote Valley Specific Plan

Item	Assumption	Cost /Unit
Development Costs		
Hard Costs	<i>Building</i>	\$150.00 /bldg SF
	<i>Parking</i>	\$37.00 /bldg SF
	<i>Site Improvements</i>	\$3.00 /bldg SF
	Total	\$190.00 /bldg SF
Soft Costs (1)	(50% of Hard Costs)	\$95.00 /bldg SF
Subtotal, Building Construction		\$285.00 /bldg SF
Land Costs	(\$1,000,000/acre at 1.0 FAR)	\$22.96 /bldg SF
Total Development Cost		\$307.96 /bldg SF
Development Value		
Annual Rent	(Triple-net rent)	\$33.80 /bldg SF
less Vacancy Losses	(8% of gross rent)	\$2.70 /bldg SF
less Operating Expenses	(5% of gross rent)	\$1.69 /bldg SF
less Capital Reserves	(5% of gross rent)	\$1.69 /bldg SF
Net Operating Income		\$27.72 /bldg SF
Capitalization Rate		9%
Total Capitalized Value		\$307.96 /bldg SF
Land Value Sensitivity at 1.0 FAR		
Annual Rent (NNN)	\$30.73	-\$218,478 /acre
	\$33.80	\$1,000,000 /acre
	\$37.18	\$2,341,398 /acre
Supportable Development Cost Sensitivity (constant land value at \$1,000,000/acre)		
Annual Rent (NNN)	\$30.73	\$257.03 /bldg SF
	\$33.80	\$285.00 /bldg SF
	\$37.18	\$315.79 /bldg SF

(1) Soft Costs include general conditions, consulting and design fees, project and construction management, bonds, contractor's fees, contingencies, etc.

Sources: Lee Saylor Associates; Economic & Planning Systems, Inc.

Memorandum

TO: Laurel Prevetti
PBCE

FROM: Timm Borden
Public Works

**SUBJECT: COMMENTS ON CVSP
COMPOSITE CORE PLAN
AND WORKBOOK**

DATE: 07-22-04

Public Works submits the following comments on the Composite Core Plan received on 7/7/04 and the Land Use and Urban Form Concepts Workbook received on 6/24/04. While the comments are very general, they are applicable to the concepts conveyed in the plan. More detailed comments will be provided as particular focus on the many subject areas is analyzed.

Transportation/Geometric Design Comments:

1. Prior to the start of any geometric design, the traffic and/or a Transportation Planning consultant shall perform a comprehensive transportation analysis to determine the Project's trip generation and number of gateways required to serve the proposed development. A multi-modal transportation system including transit and bike/ped circulation should be developed based on the analysis.
2. Since the parkway "merge and loop" and roundabouts concepts are very different from the standard signalized intersection and CEQA LOS thresholds, the traffic consultant should propose a methodology to analyze the entire system's LOS. Ultimately, a subarea policy will be necessary for the specific plan area.
3. The proposed parkway "merge and loop" and roundabouts are ideal for a two-lane or a four-lane roadway. If six-lane facilities are required, the proposed parkways and roundabouts may not be ideal because of safety concerns for pedestrians and bicyclists. This will need to be addressed if pursued further.
4. Bailey Ave. and Santa Teresa Blvd. are no longer intersecting due to the proposed Lake. Address how the traffic previously projected at this very high-volume intersection will be accommodated? The traffic consultant should address this concern prior to start of any geometric design.
5. The proposed Parkways, "merge and loop", roundabouts, and other major roadway systems shall conform to "Highway Design Manual" by Caltrans, "A Policy on Geometric Design of Highways and Streets" by AASHTO, and "Roundabouts: An Informational Guide" by FHWA. For example, horizontal and vertical alignment shall meet the design speed and minimum radius requirements. The proposed "merge and loop" shall meet the required weaving and merging distance.
6. The roadway concept appears to have significant challenges to meet these design criteria. For example, the diagram for the proposed overpass crossings at Monterey Road @ Coyote

COMMENTS ON CVSP COMPOSITE CORE PLAN

Page 2

Valley Parkway and at Coyote Creek Golf Drive does not show adequate weaving and merging distances.

The entire roadway system should be designed so it is safe, efficient and well connected with proper roadway hierarchy (ie. Parkway, arterial, collector and neighborhood streets). The system seems to be random and without strategy with regard to traffic and bike/ped circulation. Staff strongly recommends that the Architect work closely with the Civil and Transportation Planning consultants to develop a plan that will properly serve this new community.

7. A more detailed roadway geometric design and layout should be provided for further review and comment. For example, show number of lanes, horizontal curve radius, indicate if a street is one-way or two-way, and any indicate proposed traffic or pedestrian signal locations.
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10. The proposed spoke transit system may not be ideal for a community of this magnitude.
11. The cost estimates to be developed based on the current Composite Core Plan may be significantly off by large factors, because major transportation improvements may be required pending the results of traffic modeling. Also, as indicated previously, the proposed Parkways and roundabouts may not be appropriate if six- or eight-lane roadways are required.

Geology Comments:

12. The geotechnical diagram, page 7 of Workbook Section I, should reflect the Cooper Clark Associates (1974) Geotechnical maps, which form the basis for the City's Seismic Safety Element, and the Santa Clara County Geologic Hazard maps. Specifically, the Cooper Clark fault trace maps show a trace of the potentially active Shannon fault crossing the site. This fault trace is zoned for Special Studies on the Copper Clark map and is also designated as a Santa Clara County "Dr" fault rupture hazard zone.

Also, the State of California Seismic Hazard Zone (preliminary Morgan Hill Quadrangle Map) and the City's Geologic Hazard Zone boundaries should be shown.

13. Contrary to recommendations from the Preliminary Geotechnical Evaluation by Engeo dated 6/14/04, before Staff can conclude on the feasibility of the Composite Core Plan, a fault study will be required. Currently, the plan assumes that the fault does not exist without any physical analysis. If fault study is deferred to a later date (ie. PD permit stage) and the results

Memorandum

TO: Laurel Prevetti
PBCE

FROM: Timm Borden
Public Works

SUBJECT: COMMENTS ON CVSP
PRELIMINARY GEOTECHNICAL
EVALUATION

DATE: July 22, 2004

Public Works submits the following comments on the report titled, "Preliminary Geotechnical Evaluation, Coyote Valley Specific Plan Area, San Jose, California," by Engco, Inc., September 17, 2003, Revised June 14, 2004:

We do not agree with the conclusion stated on p. 20 of the above report, that *"land planning within the Urban Reserve can proceed without further fault exploration or setback restrictions."* The data presented in the report do not conclusively demonstrate that potential fault rupture hazards within the CVSP have been adequately evaluated and will be satisfactorily mitigated, particularly with respect to areas within the Shannon fault Surface Rupture Study Zone shown on Figure 3. A detailed, site-specific fault investigation has not been performed for the Urban Reserve to date. The study by Lowney Kaldveer Associates (1974), referenced on pages 12 through 15, provides conclusive evidence that a trace of the seismically active Shannon fault is present in close proximity to the site on the Campus Industrial property at Bailey Avenue. This fault trace, delineated by exploratory trenching, projects toward the Urban Reserve and even extends southeasterly *beyond* the City's Potential Fault Hazard Zone boundary (see Fig. 3). The fact that the fault trace extends *beyond* the Potential Hazard Zone boundary does not support the City's Potential Hazard Zone map, as concluded on p. 20, paragraph 2. On the contrary, the extension of the fault trace beyond the Potential Hazard Zone boundary strongly suggests that the Shannon fault trace does not terminate, but instead, continues through the CVSP site as shown on the Cooper Clark & Associates (1974) Fault Traces map.

The possibility of the fault trace continuing southwest from the Lowney Kaldveer site was acknowledged by subsequent geophysical studies by Terratech (1983) and Louke & Associates (1983). Lack of geophysical anomalies in these studies was cited as evidence that no fault exists in the Urban Reserve area. However, one of the magnetometer survey lines by Terratech (1983) reportedly revealed an anomaly coincident with the projected fault trace. Additionally, it is commonly acknowledged in engineering geologic practice that "geophysical methods alone never prove the absence of a fault..." (CGS Spec. Pub. 42, 1997, p.28). In other words, the lack of geophysical anomalies or geophysical evidence alone as cited in the report, does not prove the absence of faulting and can not be used as conclusive evidence that a fault trace is not present on the CVSP site.

Our review of references cited as further proof of lack of faulting on the CVSP site including McLaughlin (2001) and Wentworth (1999) found these maps to be too regional in nature to be used for site-specific evidence for lack of faulting. Moreover, the fault investigation by Lowney Kaldveer (1974) was not referenced in any of these map reports. It is doubtful that this fault data was evaluated when the maps were produced. Therefore, a key piece of local

Laurel Prevetti

7/22/04

COMMENTS ON CVSP PRELIMINARY GEOTECHNICAL EVALUATION

Page 2

evidence, which may have lead the author's to map the Shannon fault through the CVSP site had they reviewed this data, was not reflected on these maps.

In summary, based on the above discussion, we do not consider the data submitted to date to be conclusive enough to preclude active faulting on the CVSP site or remove the City's requirement for a detailed fault investigation, including subsurface exploration, to be performed on the property. It is our understanding that the County Geologist is currently requiring site-specific fault investigations to be performed on County projects within the subject fault hazard zone (Jim Baker, personal communication, 7/22/04). As discussed in our previous meeting with the project representatives, we recommend that the required fault study be performed as soon as possible to ensure that Geologic Hazard Clearance approval of the project may be accomplished in a timely manner.

If you have any questions, please call me at extension 3236 or Mike Shimamoto at extension 3770.

A handwritten signature in black ink, appearing to read 'T. Borden', with a stylized flourish at the end.

Timm Borden
Deputy Director of Public Works

COMMENTS ON CVSP COMPOSITE CORE PLAN

Page 3

indicates it does exist, this may significantly impact the proposed land use through setback requirements.

14. The Composite Core Plan needs to reflect the existing 50-foot building setback zone north of Bailey Ave. and west of Santa Teresa, which is on the IBM property. Please refer to the Preliminary Geotechnical Evaluation for more detail.

Storm/Sanitary Comments:

15. The Composite Core Plan demonstrates numerous opportunities to implement the Provision C.3 storm water requirements for post-construction treatment control and storm water volume detention. The Plan should also propose treatment and pollutant reduction for internal minor and neighborhood streets, which may have potential impact to the land use. School playgrounds and parks should also be designed to serve multipurpose functions of treatment and volume control. Address proposed cross-section of parkways for median and shoulder drainage. Also, address typical cross-section and drainage for roundabouts.
16. The City has recently constructed a sanitary sewer concrete junction structure at the intersection of Bailey and Santa Teresa to mitigate approximately 1 million gallons per day of groundwater infiltration. The cost of the project was approximately \$1M including dewatering because of the high water table. With the proposed lake design, this structure and a portion of sanitary line will need to be relocated and realigned. This will not only be a challenging engineering design, but will be costly.
17. In areas of a high ground water table (where the ground water table is above the sanitary sewer) sanitary sewers shall not be constructed utilizing traditional vitrified clay pipe. Pressure class PVC or HDPE will be required for the sanitary sewer system throughout these areas. Lateral connections shall be achieved using factory fittings. Tapping into the main will not be allowed. In addition, manholes will be required to be constructed in a manner which will not propagate infiltration. Current acceptable manhole construction in high ground water areas include an exterior waterproofing sheet membrane and an interior corrosion resistant epoxy coating.
18. Currently the Edenvale Sanitary Sewer Phase V Project is being designed with construction scheduled to be completed in the Fall of 2008. The Edenvale project is designed to provide the additional sanitary capacity for the future development of the Coyote Valley. The ultimate proposed development of this area require the Edenvale project to be operational prior to ultimate build out.

The consultant shall prepare a hydraulic analysis for the proposed development. This analysis shall include the average and peak anticipated discharge for the planned development.

Laurel Prevetti

7/22/04

COMMENTS ON CVSP COMPOSITE CORE PLAN

Page 4

Other Comments:

19. The bridge and interchange at Bailey and Monterey is currently under construction (The cost is approx. \$5M). This structure may need to be re-constructed with the proposed overpass crossing. Also, the bridge structure over US101/Coyote/Bailey may be impacted as well.

Additionally, Coyote Creek, sensitive wetland and County parkland area may be further impacted with this plan. As a general comment, certainly some wetland mitigation areas will be generated through this concept and a rough balance of impacts and mitigations should be addressed.

20. The Composite Core Plan should identify a location for a recycle water treatment facility and any other potable water facilities. Please refer to ESD for additional comments.

21. Due to the remote location and the amount of special features and intensive public maintenance requirements, the DOT may desire to explore a site for a Corporation Yard. Please refer to DOT for further comments.

If you have any questions, please call me at extension 3236 or Winnie Pagan at extension 5161.



Timm Borden
Deputy Director of Public Works

Memorandum

TO: Laurel Prevetti
PBCE

FROM: Timm Borden
Public Works

**SUBJECT: COMMENTS ON CVSP
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COMMENTS ON CVSP COMPOSITE CORE PLAN

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16. The City has recently constructed a sanitary sewer concrete junction structure at the intersection of Bailey and Santa Teresa to mitigate approximately 1 million gallons per day of groundwater infiltration. The cost of the project was approximately \$1M including dewatering because of the high water table. With the proposed lake design, this structure and a portion of sanitary line will need to be relocated and realigned. This will not only be a challenging engineering design, but will be costly.
17. In areas of a high ground water table (where the ground water table is above the sanitary sewer) sanitary sewers shall not be constructed utilizing traditional vitrified clay pipe. Pressure class PVC or HDPE will be required for the sanitary sewer system throughout these areas. Lateral connections shall be achieved using factory fittings. Tapping into the main will not be allowed. In addition, manholes will be required to be constructed in a manner which will not propagate infiltration. Current acceptable manhole construction in high ground water areas include an exterior waterproofing sheet membrane and an interior corrosion resistant epoxy coating.
18. Currently the Edenvale Sanitary Sewer Phase V Project is being designed with construction scheduled to be completed in the Fall of 2008. The Edenvale project is designed to provide the additional sanitary capacity for the future development of the Coyote Valley. The ultimate proposed development of this area require the Edenvale project to be operational prior to ultimate build out.

The consultant shall prepare a hydraulic analysis for the proposed development. This analysis shall include the average and peak anticipated discharge for the planned development.

Laurel Prevetti

7/22/04

COMMENTS ON CVSP COMPOSITE CORE PLAN

Page 4

Other Comments:

19. The bridge and interchange at Bailey and Monterey is currently under construction (The cost is approx. \$5M). This structure may need to be re-constructed with the proposed overpass crossing. Also, the bridge structure over US101/Coyote/Bailey may be impacted as well.

Additionally, Coyote Creek, sensitive wetland and County parkland area may be further impacted with this plan. As a general comment, certainly some wetland mitigation areas will be generated through this concept and a rough balance of impacts and mitigations should be addressed.

20. The Composite Core Plan should identify a location for a recycle water treatment facility and any other potable water facilities. Please refer to ESD for additional comments.

21. Due to the remote location and the amount of special features and intensive public maintenance requirements, the DOT may desire to explore a site for a Corporation Yard. Please refer to DOT for further comments.

If you have any questions, please call me at extension 3236 or Winnie Pagan at extension 5161.



Timm Borden
Deputy Director of Public Works

Memorandum

TO: Salifu Yakubu
Principal Planner

FROM: Carl W. Mosher

SUBJECT: SEE BELOW

DATE: 07-22-04

Approved

Date

SUBJECT: COMMENTS ON THE DRAFT ALTERNATIVES FOR THE COYOTE VALLEY SPECIFIC PLAN FROM THE ENVIRONMENTAL SERVICES DEPARTMENT

BACKGROUND

The Environmental Services Department is pleased to submit our comments on the draft Composite Core Plan for Coyote Valley, specifically on the various elements of the design concepts and an analysis of the armature elements of the Composite plan.

Our department has identified several key areas where we can contribute expertise, analysis and support, specifically in the areas that promote sustainability:

- Storm water and compliance
- Recycled Water Issues
- Hydrology—water availability
- Treatment Plant issues
- Water Quality issues
- Utility/Sanitary Sewers
- Sustainable Design/Green Buildings
- Integrated Waste Management
- Habitat

Sustainability—the over-arching concept

The Sustainable City Policy as adopted by Council within the General Plan is the over-arching policy based on which ESD submits the following comments. It was with the Sustainable City Policy as a guiding statement that the Department adopted its mission statement:

"Working with our community to conserve natural resources and safeguard the environment for future generations."

Sustainable community design must be considered from the very outset including street patterns and lot configurations that support solar orientation.

In addition, City staff has participated in the Santa Clara Basin Watershed Management Initiative (WMI), which has developed a Watershed Action Plan and Vision for the Santa Clara Valley. The Coyote Valley project presents a unique opportunity to implement the vision developed by

this stakeholder group (see attached). The vision focuses on set backs from creeks, protection of habitat, high density, multi-use development, and easy access to public transportation. The Watershed Action Plan presents useful guidance for this planning effort that should be considered. It can be found at www.scbwmi.org.

ANALYSIS

Sustainable Building Design

Sustainable Design of buildings has been a strong component of the City's General Plan. This was reinforced with Council's adoption of the Green Building Policy in 2001. The following are some key elements that should be considered when developing the final alternative for Coyote Valley.

- **Solar Orientation and Solar Access Guidelines**

As described in the City's Residential Design Guidelines—Solar Access Chapter, *"Site plans should be designed so that the solar orientation of residential structures can be optimized"* Ensuring the proper orientation of the streets within Coyote Valley will be important, not only for the potential energy savings and use of renewable energy, but especially considering the potential passage of some current legislation (SB1652) before the California Legislature.

SB1652 (Murray) requires 15% of any new for sale housing, of 25 units or more, built on or after January 1, 2006, to be constructed with solar PV energy systems that produce an average of at least two kilowatts of electrical power per unit. This requirement would increase by 10% each year until reaching 55% in 2010.

- **Green Building/LEED™**

The City adopted the use of the U.S. Green Building Council's LEED™ rating system for all new municipal facilities. Our work in this area has shown that consideration of life cycle costs/benefits, at the earliest planning stages, is critical to ensure that buildings are built in a sustainable manner. Development in Coyote Valley should incorporate Green Building for all development and should require developers to use the LEED™ rating system.

Water Supply

Hydrology- Water Availability

Potable water will only be supplied from wells, since there is no surface treated water available in Coyote. SCVWD is conducting a groundwater modeling study to determine the safe yield of the aquifer. Several wells and storage facilities will be required to meet domestic and fire safety demands. This project must define the potable water needs and confirm demand projections, then confirm availability of the necessary potable water supply.

Advanced Water Treatment/Recycled Water

We estimate that the recycled water system can currently supply up to 5 million gallons per day to Coyote downstream from MEC. Recycled water supplied in Coyote for irrigation purposes would require additional advance treatment as stipulated by SCVWD. Muni Water retained a consultant to analyze the size and costs of the improvements that will be required to increase the capacity of the recycled water system to Coyote. The estimated size and cost of the advance water treatment plant will also be provided when the demand projections are finalized.

- Advanced Treatment will result in wastes (RO reject waters) that will need to be disposed of/treated. Costs and environmental effects of these wastes should be considered. While some uncertainty remains regarding who will be the water supplier for this area, incorporating Maximizing use of recycled water is key to the success of developing Coyote Valley

Stormwater

Coyote Valley represents an opportunity to demonstrate how stormwater management is best integrated into community design from inception. ESD looks forward to continuing to participate in discussions on how to address stormwater, including the following issues:

- Compliance of projects within the Coyote Valley Specific Plan (CVSP) area with New and Redevelopment Provisions of the City's Stormwater NPDES Permit (Provision C.3). Projects must meet the pollutant control and hydraulic flow control criteria included therein or adopted as a result of Provision C.3. Stipulations for exemption or alternative compliance which the City may adopt for infill projects should not be extended to projects within the CVSP area.
- Controlling for hydromodification impacts of development. Any feature or detention basin intended to serve as stormwater mitigation for projects within Coyote Valley must be of an adequate size and design to meet Provision C.3 and in particular, the Hydromodification Plan (HMP) performance criteria for all developments it is intended to mitigate. The HMP Report - Public Review Draft is available now. Proposed criteria include managing project flows to pre-project flows and durations, and managing cumulative development to maintain an Erosion Potential of no more than 1.2 in streams.
- Ongoing operation and maintenance (O&M) of stormwater control measures. Large scale, or regional, solutions (such as detention basins) require ongoing maintenance in order to be effective. The cost impacts to the City should be evaluated for any control measure turned over to the City. The City should be mindful of accepting responsibility for such measures without identifying an ongoing funding mechanism to support the work. Alternately, even if the City does not bear responsibility for O&M, the City's stormwater NPDES permit requires that the City "verify" that O&M are conducted (e.g., via inspections).

Utility Infrastructure

- Routing and capacity of water mains must be addressed early in the planning process.

GIS/Elevation Data

The current elevation data for the Coyote Valley will not be sufficient to assess the impact of storm water runoff on the adjacent riparian areas, and infrastructure development (i.e., potable/recycled/sewer infrastructure). A more detailed assessment of elevation needs to be done. The level of detail necessary to assess the impact of storm water runoff and to conduct preliminary infrastructure engineering analysis would be 1 foot elevation contour intervals. This can be done using the same technology ESD used on WPCP Property in 2002, Light Detection and Ranging (LIDAR). A LIDAR-based elevation assessment is more cost effective than other, more traditional, elevation survey methods.

Landscaping/Water Conservation

By increasing San Jose's population by 75,000, planned development in Coyote Valley obviously represents a significant increase in water demand. With growth occurring in other parts of the City and County as well, it is important that development in Coyote Valley minimize its impact to water supply. This can be done in several ways.

- Implement water conservation strategies included in LEED sustainable building practices.
- Install 1.0 gallon or dual-flush water closets to reduce indoor water use.
- Install composting toilets in park settings.
- Utilize non-potable supplies such as recycled water and gray water where possible.
- Dual-plumb to ensure the use of recycled water where appropriate.
- Utilize rain harvesting for outdoor supply.
- With outdoor water use representing perhaps the most significant demand on water supplies, creating urban landscapes with natives and drought-tolerant plants will be necessary to minimize the impact of Coyote Valley development on water supplies.
- Follow the Best Management Practices put forth by the California Urban Water Conservation Council.

IWM Services

This development could generate an estimated 100,000+ tons per year of residential and commercial/industrial solid waste. From a sustainability and resource management perspective, there needs to be a local infrastructure to manage the waste. Using a local facility such as Kirby Canyon, which already has a recycling component in its permit and EIR, as well as Z-Best for composting of organics, could be part of a multi-pronged approach to establishing an infrastructure to manage resources locally. Minimizing the haul distance for both garbage and recyclable material should be a goal of the plan.

- There are also Residential Design Guidelines and other requirements in SJMC and Public Resources Code regarding the design of streets and buildings to allow for the efficient collection of waste and recyclables. These guidelines and regulations must be taken into consideration to ensure adequate space for solid waste containers and accessibility.

Transit

Development of the Coyote Valley needs to take into account the accessibility of town centers and parks from residential neighborhoods by multi-modal transportation means, including development of secure, safe and diversified bicycle and walking paths.

Treatment Plant Issues (Manage Wastewater)

- The San Jose/Santa Clara Water Pollution Control Plant is an advanced wastewater treatment plant with a 167 Million Gallons Day (MGD) capacity. The Plant serves the cities of San Jose and Santa Clara and six other tributary agencies. This capacity is allocated to the existing cities. The average daily flow is about 120 MGD. This flow may be increased due to changes in the economic climate. Some of the remaining capacity has already been allocated to various existing cities. Prior to approval of the final development plan, the available capacity must be verified. Based on a projection of 25,000 residences, there should be enough capacity to serve this new development. Prior to final approval of this development plan, this capacity must be re-verified. Flows over 120 MGD are subject to NPDES permit requirement, in which any flows above 120 MGD during dry season months, must be shown to not negatively impact endangered species habitat in the area of discharge.
- Water Quality issues: The San Jose/Santa Clara Water Pollution Control Plant has some of the most stringent limits in the country because it discharges into a shallow Bay which has been declared an impaired water body. Some limits are or will be based on Total Maximum Daily Loads which analyze how much capacity a water body has to assimilate a pollutant. Based on this capacity, dischargers are allocated a load. Increased flows and pollutants may affect the Plant's ability to meet these limits and allocated loads. Pretreatment Program (discharge to sanitary sewer) requirements and incentives for water efficient technologies will apply for industrial operations that may locate in Coyote Valley.
- The Plant does not support a scalper plant concept due to negative environmental and financial impact.

Habitat Protection (Protect Natural and Energy Resources Core Service)

- ESD staff has considerable experience with habitat issues, particularly wetland issues and could assist with analysis on effects of the development on the habitat in the area and the potential for creating and/or restoring habitat at the site.
- Existing habitat should be protected and enhanced to the maximum extent feasible. For example, riparian forests are extremely rich habitats and if the project site has remnants or the potential to create/restore such habitat, it should be considered.
- ESD staff is also experienced in interactions with resource agencies and has assisted with the King Road project. Such experience may also be beneficial to this project.
- Lake Element—There are some concerns related to the central lake water feature. This feature had substantial utility and environmental benefits as a stormwater retention basin and potential holding pond for recycled water. However, since these uses are no longer being considered, it will merely be an artificial lake that may not be consistent with the existing topography, soils, or ground water. Since such lake habitat had not existed in the region before, it does not constitute a restoration and will likely attract common ducks and geese that may create negative impacts such as

Salifu Yakubu

July 22, 2004

Subject: ESD Comments on Coyote Valley Alternatives

Page 6

fecal contamination and result in expensive management and maintenance. Other environmental concerns are algae growths and mosquitoes/vector control.

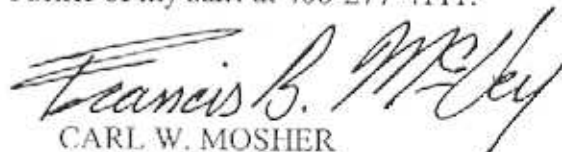
Adopted City Policies of particular interest within ESD—applicable to Coyote Valley

ESD would like to ensure that several adopted City policies are included in the planning process for the Coyote Valley. The following policies are enclosed:

- Water Policy
- Green Building Policy
- Energy Policy
- Integrated Waste Management Policy

Staff of the Environmental Services Department looks forward to continued participation within the Coyote Valley Site Planning Process. We are particularly interested in continuing our participation in the Water, Lake, and Biological Subcommittees. The Department will bring relevant expertise to those committees. Because many of the issues associated with Coyote Valley deal with water issues, we have developed a special technical team within ESD to provide the necessary expertise and knowledge on the various upcoming water issues.

If you have any question, please contact Mary Tucker of my staff at 408-277-4111.



CARL W. MOSHER

Director, Environmental Services Department

Enclosure

PARK AND RECREATIONAL FACILITIES NEEDS ASSOCIATED WITH THE COYOTE VALLEY SPECIFIC PLAN

The City's General Plan recognizes that Coyote Valley is relatively isolated from the rest of San José and future development will need to be in the form of a balanced community with jobs, housing, commercial and community facilities, schools, parks, residential services, and public transit. The planning for such a "new town", as required by the General Plan, should include the North Coyote Valley Campus Industrial Area as a key job center and the Coyote Valley Urban Reserve as the primary new residential area. The specific plan should also preserve the long-standing guidelines previously established by the Council; these include creating 50,000 jobs and at least 25,000 homes in Coyote Valley and permanently protecting the greenbelt located in South Coyote Valley.

On August 20, 2002, the City Council, in keeping with the planning process set forth in the San José 2020 General Plan for the Coyote Valley Urban Reserve initiated the Coyote Valley Specific Plan to create a new town of approximately 75,000 people (avg. household size of 3.0 x 25,000 new units) and 50,000 new jobs.

Parkland Obligation

Based on the above assumptions, 262 acres of neighborhood / community serving recreational lands should be provided per the City's General Plan under Goals and Policies – Item 16 Other Services states: "For parks and recreation: the goal is to provide 3.5 acres of neighborhood and community serving recreation lands per 1,000 population" (75,000 people / 1000 x 3.5 = 262.5 acres). These are developed park acres and exclude steep topography areas, riparian corridor setback areas and environmental mitigation areas that preclude development and use of recreational facilities.

If the neighborhood / community serving recreational lands are provided under the Parkland Dedication or Park Impact Ordinances (PDO/PIO) only, then the acreage number will be reduced to 225 acres permitted under State Law – Government Code Section 66472. Please see Chapter 14.25 and 19.38 of the San José Municipal Code for reference. The two Ordinances can only provide up to 3.0 acres per 1000 population (75,000 people / 1000 x 3.0 = 225 acres).

The PDO/PIO permits new recreational school grounds to be counted toward the City goal of providing neighborhood / community serving recreational lands if such property has an easement solely for the purpose of public park and open space. The PDO/PIO credits to the housing developers are equal to the square footage of the land being restricted under the easement and not the associated development costs.

If a developer provides a turnkey park by dedicating land and improving such land with recreational amenities acceptable to the City, then the required land dedication of 3.0 acres per 1000 persons is reduced to match the costs to design, construct and inspect such improvements. This reduction for constructing park improvements is approximately 1/3 of the land dedication.

If a developer provides private recreational elements on a housing project in accordance with the PDO/PIO and the associated City Council Resolution (No.71120), then the developer is eligible for partial PDO/PIO credits equal to 50% of the project's obligation. Private recreational credits are equal to square footage of such amenities that are in accordance with the City's Resolution and not the cost of the recreational improvements.

Community Centers

The City goal is to provide 500 square feet of community center space per 1000 persons as noted in the City's General Plan under Goals and Policies – Item 16 “Other Services” states: “For parks and recreation: the goal is to provide 500 square feet of community center space per 1000 population.” The proposed community center will also serve those living in the Greenbelt Area.

As calculated, a 40,000 square foot community center is required for the Coyote Valley Specific Plan Area and the Greenbelt Area ($80,000 / 1000 \times 500 = 40,000$). However, Parks, Recreation and Neighborhood Services Department (PRNS) is recommending that a 60,000 square foot community center facility be built to serve the Coyote Valley. PRNS is suggesting that a community center complex consist of a gym with two basketball courts and locker rooms, six classroom at 1,000 square feet each, a arts and crafts room at 2000 square feet, a dance room at 1,600 square feet, a multipurpose room to hold at least 300 or 4,500 square feet, a weight room of 1000 square feet, a tiny tots facility of 2,000 square feet, a teen room/lounge of 2,000 square feet, a senior room/lounge with dinning area for the senior lunch program at 3,000 square feet, a 1,000 square foot kitchen and food storage area, a 2,000 square foot indoor fitness room(s) a community theater/black box stage area for 500 seated guests, reception/staff offices for 10, a 200 square foot work/mail/copy room, plus space for other governmental services provided by other City departments. A facility of this size would require parking for approximately 250 cars. Land associated with the community center can be counted as part of the goal for providing neighborhood/community-serving parklands.

Other Recreational Facilities

Other facilities that should be provided as part of the development in the Coyote Valley includes:

An aquatic center with recreational/teaching pools and a 50-meter swimming pool – lighted and housed with either the proposed Community Center Complex or the proposed High School. Provide parking for 150 cars. Land can be counted as part of the goal for neighborhood/community serving parklands.

Lighted athletic complex(s): 3 little league fields, 2 senior league fields, 4 softball fields and 7 soccer fields based on one field per 5000 population ($80,000 / 5000 = 16$ fields). Provide parking for 300 cars. A group picnic area for 200 and two small group picnic areas of 50 people each. Park maintenance facility of at least two acres to service the Valley. Land can be counted as part

of the goal for providing neighborhood/community-serving parklands. These fields are additional to school athletic fields.

A community festival area of at least 20 acres of open turf land along with parking for 500 cars.

At least 6 acres of community garden space – can be located in the greenbelt. Provide parking for 60 cars (Based on 1 acre per 14,000 population as stated in Leisure and Life 2000 (80,000 / 14,000 = 5.7 acres plus parking). Land can be counted as part of the goal for providing neighborhood/community-serving parklands.

At least four neighborhood parks of 8 to 10 acres each consisting of children's play areas – both tot and youth, a skate area, two half courts basketball courts, two tennis courts, shaded picnic areas, one small group picnic area for 60 users, and a minimum 300 feet x 400 feet open turf area. Land can be counted as part of the goal for providing neighborhood/community-serving parklands. Streets on all four sides should surround neighborhood park sites.

A civic plaza or park in the center of the development to act as a major event facility like Plaza de Caesar Chavez does in downtown San José. Land can be counted as part of the goal for providing neighborhood/community-serving parklands. This area should be developed for musical concerts.

Trails

A trail shall follow Fisher Creek from the Coyote Narrows to either the southern edge of the urban reserve area or to Morgan Hill City Limits. Cross connection trails between Fisher Creek Trail and Coyote Creek Trail shall be coordinated with Yves Zsutty, the City's Trail Coordinator and the County Department of Parks and Recreation. The Juan Bautista de Anza National Historic Trail shall also be included, which could be part of the Fisher Creek Trail System and then parallel Santa Teresa Boulevard through the saddle west of Tulare Hill. The Bay Area Ridge Trail also needs to cross the Valley to connect the Santa Cruz Mountains with the Diablo Range. Neighborhood trails should provide safe access to elementary school sites and or park sites. Minimum trail corridor width shall be 24 feet in width for an 8 foot wide paved trail section and 28 feet for a 12 foot wide paved trail section. Provide at least a six-foot wide landscape area and a two-foot wide shoulder on both sides of a paved trail section. Install mile markers and call-boxes along the trails.

Orientation and Design Guidelines

Public parks, open space lands and other similar public areas should be located, oriented and designed in such a way as to facilitate their security and policing from adjacent roadways. Many of these facilities should be located off the proposed outer loop road.

Roads and not backyards of development shall be adjacent to major creeks in the Valley. This is both a City and SCVWD policy. Provide the required riparian setback area per the City's Riparian Corridor Policy.

High-density developments should include a dog run area(s) for its residents.

The proposed lake should have some recreational value beyond scenic ones.

Urban plazas are encouraged in the downtown type areas along with public art.



August 5, 2004

City of San Jose
Department of Planning, Building & Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-9975

Attention: Laurel Prevetti

Subject: Coyote Valley Specific Plan

Dear Ms. Prevetti:

Thank you for the comprehensive presentation to Santa Clara Valley Transportation Authority (VTA) staff regarding the Coyote Valley Specific Plan (CVSP) on July 16. VTA staff provided numerous comments on the CVSP at this initial meeting, and this letter is intended as follow-up to that discussion.

For a development of this magnitude in which transportation is a critical element, VTA strongly urges the CVSP team to hold additional meetings with VTA to fully explore individual transportation issues in more depth. VTA also encourages the City to consider adding a transportation consultant with transit expertise to the City's project team to evaluate a broad range of transportation options. Indeed, the CVSP provides a great opportunity for the City to establish Coyote Valley as a model for "smart growth" planning in California and throughout the country.

VTA suggests the following as the CVSP process moves forward:

- Consider roadway and transit improvements within the context of the countywide transportation planning process (e.g. Valley Transportation Plan 2030)
- Evaluate a broad range of transit options (rail and non-rail) including Bus Rapid Transit (BRT)
- Consider VTA's future transit corridor studies
- Identify potential funding strategies for the Coyote Valley transportation improvements (transit and roadway)
- Enhance bicycle and pedestrian connections
- Incorporate Transit-Oriented Development scenarios into the CVSP
- Explore development opportunities through Caltrain's existing and planned activities
- Incorporate VTA's Community Design and Transportation (CDT) Program guidelines into the CVSP
- Establish and promote VTA/City of San Jose coordination efforts

These items are addressed in more detail below.

Transportation/Transit

Transportation and transit issues are key considerations in the CVSP planning process, and VTA is pleased that several transit options are currently under consideration. It will be critical for the overall plan to incorporate excellent connections between transit services in the CVSP area. In addition, it will be extremely important for the City to coordinate closely with VTA to explore potential financing mechanisms to provide for capital and operating funding plans, for example, a Benefit Assessment District.

Caltrain

VTA is pleased to see a future Caltrain station planned in the vicinity of Bailey Avenue as part of the CVSP, and we look forward to more detailed discussions about this potential station.

VTA encourages the City to incorporate into its development plans a scenario that has a direct connection between the future Bailey Avenue Caltrain Station and the "in-valley transit system". An efficient transit network would include a direct, convenient connection between the Bailey Caltrain Station and Coyote Valley bus service. As your team pointed out at our meeting, the walking distance of 800 to 1,000 feet for transfers between modes, as currently shown on the plans, is not adequate.

In addition, development design should include safe and efficient bike and pedestrian access to the Bailey Caltrain Station to minimize the need to use autos to access the station and thus limit the amount of parking required at the station. Land uses around the future Bailey Caltrain Station should complement the transit function by providing conveniences to passengers. Good pedestrian connections, a visual corridor from housing to the station, and sufficient lighting for passenger security should all be incorporated.

It should be understood that Union Pacific Railroad (UPRR) owns the track and railroad right-of-way in the Coyote Valley area, and thus has the final authority on the number of trains, the schedule and direction of train service that Caltrain can operate over their tracks, as well as necessary improvements to allow additional trains. Discussions with UPRR regarding expansion of South County track have shown that development would occur exclusively west of the existing UPRR mainline. UPRR expects to ultimately isolate their freight operations from commuter operations. In the short-term, they strongly discourage pedestrians crossing their track to reach Caltrain platforms. Therefore, a station at Bailey Avenue would most likely be developed west of the UPRR tracks.

Furthermore, under the terms of the Peninsula Corridor (Caltrain) Joint Powers Agreement, VTA, not Caltrain, has the sole responsibility to fund Caltrain capital projects on the UPRR track between Gilroy and Lick. VTA is currently scheduling negotiations with UPRR to reach an agreement on improvements to the corridor between Tamien and Gilroy, which would bring a UPRR commitment to allow a total of 10 commuter round trips (the current commitment is 5). An agreement is expected in late 2004 or early 2005.

Light Rail/Bus

At our meeting, VTA staff provided comments regarding the "in-valley light rail" system shown on the CVSP maps. In particular, staff asked about the reasoning for selecting light rail for a "circulator" function. We now understand that the City did not intend to imply that the decision for light rail technology had been made. Rather, the in-valley transit system could be, for example, rubber tire technology as a precursor to future streetcar or light rail service. VTA supports further study of the most appropriate technology for the in-valley circulator system, and will work with the City regarding an appropriate alignment and reservation of right-of-way.

As discussed at our meeting, the "Coyote Valley Light Rail Extension", which is not well defined but is envisioned as an extension of VTA's existing Guadalupe light rail line from the Santa Teresa Station into Coyote Valley, will be studied as part of VTA's "New Light Rail Corridors" study. This study will be initiated in 2004 and completed in 2005, and will result in a priority list of new light rail corridors in Santa Clara County. Please note that VTA does not expect all the corridors studied to be included in the VTP 2030 priority list. It may be many years before funding is actually available for such projects. Therefore, it should be assumed that a bus system and Caltrain may likely be the primary transit modes serving Coyote Valley in the near-term future. There are numerous examples the City can review for a "branded" transit system that provides for the specific needs of a community. The bus system could use smaller vehicles and be environmentally friendly. The DASH service in Downtown San Jose, Stanford Marguerite shuttle and the Santa Barbara State Street trolley are just a few of many examples.

A Bus Rapid Transit (BRT) system operating on Monterey Highway is another future project VTA is considering, which could potentially serve the Coyote Valley. With unique vehicles, permanent architecturally pleasing stations, traffic signal priority and frequent service, the BRT system could operate on major arterials in the Coyote Valley and then travel the BRT corridor to connect to job sites and the Bailey Caltrain Station. BRT systems can be very flexible and easily implemented as the area develops, and are substantially less costly to build, operate and maintain than rail systems.

Roadway Improvements and Transportation Modeling

The planning process for the CVSP should include forecast modeling of freeway, highway and local roadway approaches to the development and identify potential transportation improvements needed based on this modeling. The proposed land uses appear to differ significantly with what is currently included in the countywide transportation model maintained by VTA. When the revised land use changes become more firm, City staff should coordinate with VTA on updating the VTA model to incorporate the new land uses. In addition, City staff should coordinate with VTA on the inclusion of proposed future transportation (roadway, bike/pedestrian and transit) improvements resulting from the modeling of the planned development into the countywide transportation planning process (VTP 2030).

Bicycle and Pedestrian Connections

The CVSP should address bike connections from Coyote Valley to other major destinations such as San Jose to the north and Morgan Hill to the south. The Coyote Creek Trail, Monterey Highway and Santa Teresa Boulevard are all regional north-south bicycle corridors. Coyote Creek Trail and Santa Teresa Boulevard are designated as trail/bicycle corridors in both the Santa Clara County Trails Master Plan and the Countywide Bicycle Plan. Monterey Highway is included in the Countywide Bicycle Plan as part of the Cross-County Bicycle network. Non-motorized access between the CVSP area and the three regional north-south corridors should be designed and implemented to be as bike and pedestrian-friendly as possible.

VTA has also developed Bicycle Technical Guidelines (copy enclosed), which we encourage the City to use in developing on-street bicycle facilities and bicycle parking for the CVSP.

VTA's Community Design and Transportation (CDT) Program

VTA encourages the City to incorporate the CDT design guidelines and planning tools (copy enclosed) into the development of the CVSP. The CDT program establishes an active partnership between VTA and local cities to broaden the range of viable transportation choices and to make the most efficient use of resources within Santa Clara County. Calling out the CDT Program would bring forth a more public vision for a partnership between City of San Jose and VTA.

In addition, VTA strongly encourages the City to maximize the potential for transit-oriented development in the CVSP area. VTA encourages the City to achieve higher densities around station areas. The current CVSP development scenarios call for a minimum residential density of 10 dwelling units per acre. This may be too low to support an efficient high-capacity transit system. Higher densities around the station area could potentially generate the ridership needed to sustain high-quality service at a low cost, while allowing more users direct access to the transit system.

VTa/City Coordination

VTa requests continuing and more in-depth participation with the CVSP team as the CVSP moves forward. The CVSP "Transportation Issues Sub-Committee", which includes staff from City Planning, Public Works, and Department of Transportation, is a good start and further meetings of this group should occur regularly.

In the past few years, VTA has conducted planning activities that may be useful to the City. For instance, in June 2001, VTA conducted a double track conceptual study of the Gilroy Caltrain corridor. The study included a number of track configurations for the corridor between Tamien Station and Gilroy. The study also included capacity information in the event that a reverse commute is required (i.e. morning southbound movement to the Coyote Valley).

In addition, VTA conducted a study in 2003 that included BRT, circulator bus, streetcar, and light rail technology options as part of the Downtown East Valley Santa Clara/Alum Rock Corridor planning process. Information generated from this effort may also be useful to the CVSP team. Documents from this effort that we feel may be useful are enclosed for your information and use.

Again, thank you for the opportunity to provide input into your on-going work on the Coyote Valley Specific Plan. We look forward to hearing from you soon regarding the aforementioned in-depth meetings. If you have any questions, please contact me at (408) 321-5779.

Sincerely,



Julie Render

Deputy Director, Transit Planning & Development

cc: Sal Yakubu, City of San Jose

Enclosures:

- Downtown East Valley Santa Clara/Alum Rock Corridor Key Issues Study Guide I (December 2002), II (January 2003), III (February 2003), Information Packet (March 2004) and Evaluation Report (May 2003)
- Community Design & Transportation: A Manual of Best Practices for Integrating Transportation and Land Use (2003)
- Tamien to Gilroy Double Track Conceptual Study (June 2001)
- Bicycle Technical Guidelines: A Guide for Local Agencies in Santa Clara County (September 1999)



MORGAN HILL UNIFIED SCHOOL DISTRICT

15600 CONCORD CIRCLE • MORGAN HILL, CA 95037-7110 • (408) 779-5272

August 5, 2004

Via facsimile: (408) 277-3250

Coyote Valley Specific Plan Technical Advisory Committee
Attention: Susan Walsh, Senior Planner
Department of Planning, Building & Code Enforcement
801 North Street, Room 400
San Jose, CA 95110



Dear Susan:

Our recent talks at the CVSP meeting about establishing parks near future elementary school sites is a great start and holds promise in our efforts to serve the children and future families of Coyote Valley. However, agreement on the size and early identification of all school sites, including middle schools and high school, remains a challenge. Recent discussion and comments appear at odds with recommended state school site analysis and development guidelines. While we are fully aware that these guidelines are not cast in legal statute, we feel some agreement must be reached on these two points sooner than later. Following are highlights and background regarding these guidelines:

- 1) The current specific plan proposes seven elementary school sites each with approximately 7 acres for a total of 42.6 acres for elementary school sites. The State School Site Analysis and Development Guidelines recommend elementary sites for 600 students to be 11.1 acres for a total of 77.7 acres for 7 elementary schools. We propose larger elementary school sites.
- 2) The specific plan proposes 2 middle school sites of 14 acres each for a total of 28 acres. The State School Site Analysis and Development Guidelines recommend 19.9 acres for each school for a total of 39.8 acres. The assumption that 2 middle schools will house 2800 students does not reflect District loading standards. We request an additional middle school site and that each school site be 20 acres.
- 3) The specific plan proposes a high school site of 28 acres. A high school with the proposed 2200 students that you project needs a 55.7 acre site. We project enough high school students being generated by the project to require 2 high school sites of 40 acres each.

- 4) The proposed schools on undersized sites are projected to house 9200 students as follows:

<u>Schools</u>	<u>Size</u>	<u>Students</u>
7 Elementary	600	4200
2 Middle	1400	2800
1 High School	2200	<u>2200</u>
		9200

The Districts' composite student yield is as follows:

Single Family	0.623
Single Family Attached	0.727
Multi Family	<u>0.353</u>
Composite	0.567

Based on this student yield, the 25,000 dwelling unit project could generate 14,175 students: $25,000 \times 0.567 = 14,175$

Please let me know how best we can elevate this discussion at the table. Looking forward to your reply.

Best regards,

George N. Panos
GP

George N. Panos, President
Board of Education

Cc: Carolyn McKenna
Mayor Gonzales
Mayor Kennedy
Board of Education
Russ Danielson
Sal Yakubu, City of San Jose

CHAPTER V: Developing Draft Land Use Concepts

COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES OF COMMUNITY BUILDING



THE LAND'S

In the beginning there is a blank canvas with environmental features to design around...



CONNECTIONS/LINKAGES

Smart planning will connect these features with roads, parkways and trails...



OPEN SPACE/RECREATION

Next, add recreation and landscape planning into the mix...



PUBLIC PLACES/BUILDINGS

Finally, reserve sites for institutions that will become landmarks, such as churches and government buildings.

COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES OF COMMUNITY BUILDING

PRINCIPLES

Environmental Footprint

- Preserve and enhance the open space of Coyote Valley
- Protect the natural environment and culturally significant resources
- Protect ground water quality, conserve water and provide watershed stewardship
- Provide flood protection and open space recreation in a multi-functional approach
- Sustainability, conservation and restoration for community, site and building design
- History, climate, natural and cultural landscape must be integrated into the community



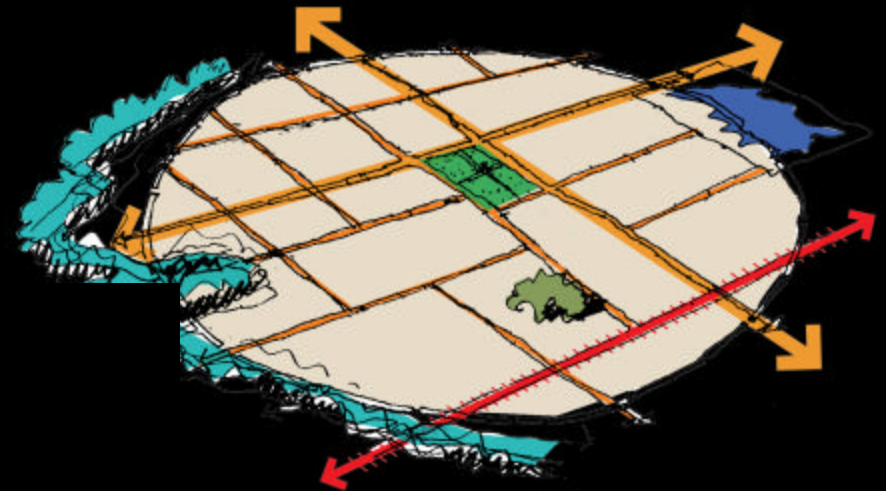
COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES OF COMMUNITY BUILDING

PRINCIPLES

Connections

- Provide for a variety of transportation choices
- Create walkable neighborhoods & connections to surrounding open spaces
- Corridors of transit, roadways and greenways as definers and connectors of neighborhoods
- A network of inter-connected streets and public spaces that encourage alternative modes of transportation



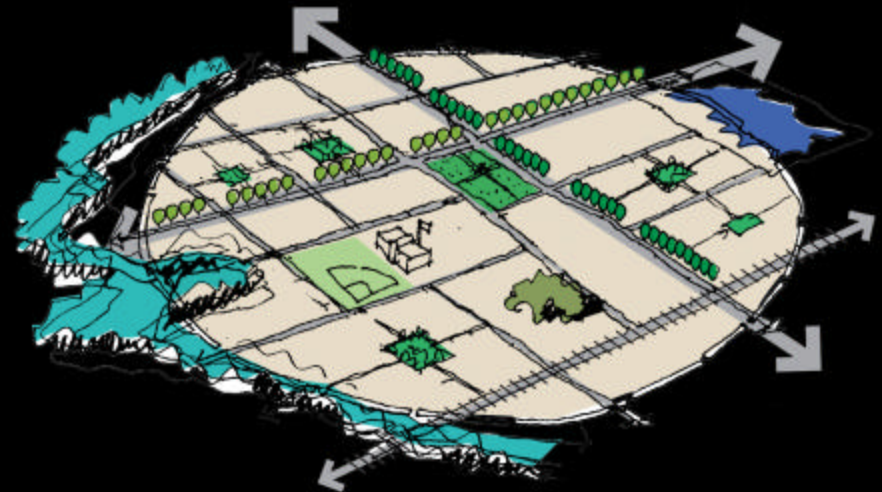
COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES OF COMMUNITY BUILDING

PRINCIPLES

Open Space/ Landscape & Recreation

- Establish a network of open space uses & connections
- Provide for a wide range of recreation opportunities: passive and active
- Conservation areas and open spaces define and connect neighborhoods



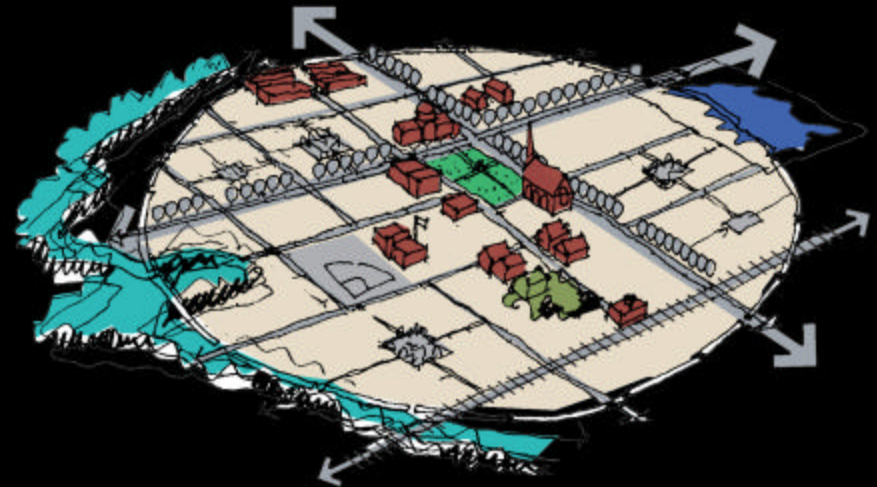
COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES OF COMMUNITY BUILDING

PRINCIPLES

Public & Civic Places

- Civic spaces and buildings that reinforce community identity
- Place public buildings such as city halls, libraries and post offices in important places with strong civic architecture
- Civic buildings and places like town squares and parks make excellent anchors for retail districts and provide a community with landmarks



COYOTE VALLEY SPECIFIC PLAN

PRINCIPLES OF COMMUNITY BUILDING

PRINCIPLES

Neighborhood

- Compact neighborhoods that are mixed-use, pedestrian friendly and transit-oriented, which have centers and edges
- Districts with distinct and diverse neighborhoods with linked civic uses
- Provide opportunities for social equity: housing for all ages, economic levels and ethnic groups
- Authentic and healthy community



COYOTE VALLEY SPECIFIC PLAN

STRATEGIES



Internal Trip Capture



Dispersed Transportation Technologies



Structured Shared Parking

COYOTE VALLEY SPECIFIC PLAN

STRATEGIES



Urban Walks and Trails



Neighborhood Streets



Main streets

COYOTE VALLEY SPECIFIC PLAN STRATEGIES



Mix of Workplaces



Corporate Building and Branding in Urban Center



The Not So Purpose Built Workplace



An Education & Technology Business Partnership

COYOTE VALLEY SPECIFIC PLAN

STRATEGIES



Mixed Use



Civic Focus Urban Form



Enclaves & Labyrinths



Town center

I. INTRODUCTION AND SUMMARY OF FINDINGS

Economic & Planning Systems, Inc. (EPS) has been retained by the City of San Jose to provide a variety of economic consulting services in furtherance of the creation of the Coyote Valley Specific Plan. A key part of these services is the assessment of market conditions for residential, retail, and workspace development. This report presents EPS's findings regarding the current and future market prospects for the development of office, R&D, and industrial workspace at Coyote Valley.

BACKGROUND

Coyote Valley is an area comprised of over 7,000 acres of land in the southern part of San Jose and in unincorporated Santa Clara County but within San Jose's sphere of influence. Since the 1980s, San Jose's City Council has maintained a policy that reserves Coyote Valley for future urban development, and establishes goals for the overall development program for the area as well as "triggers" that must be met for the development to begin. Specifically, the policy has maintained that the overall plan for Coyote Valley must reserve over half of the overall acreage as a "greenbelt" on which no urban development can occur, and that the remainder of the land must be developed at sufficient density to accommodate 50,000 "qualifying" jobs (excluding retail and public or quasi-public jobs) and 25,000 housing units. In addition, a trigger has been established that none of the housing development can occur until at least 5,000 of the qualifying jobs are in place in Coyote Valley.

The Coyote Valley Specific Plan is being developed through the joint efforts of the City of San Jose and a multi-disciplinary group of consultants, including EPS. This workspace market assessment is intended to provide information that will help this group of stakeholders to create the following:

1. A land use program that is supported by current and expected market conditions and meets the established goals for the development of Coyote Valley.
2. A financing program that distributes the benefits, costs, and risks of development among the various landowners.
3. An implementation strategy that efficiently phases and locates land use and infrastructure development to optimize the value of development to the landowners, developers, and the City of San Jose.

KEY FINDINGS

The following points summarize the most important findings of this report:

1. The Coyote Valley Specific Plan should provide for a variety of workspace building typologies, ranging from low-rise industrial and R&D buildings to mid- and high-rise office buildings. While workspaces generally may be growing more dense, much of the future job growth in Silicon Valley and San Jose will require workspace that is not more than a few stories tall.
2. Software, computers, Internet services, and biosciences represent the strongest potential industries for tenanting workspace at Coyote Valley. These industries are expected to grow rapidly, and will be attracted to Coyote Valley's envisioned amenities such as a mixed-use environment, natural features, and proximate housing.
3. The development of sufficient workspace to accommodate 50,000 qualifying jobs at Coyote Valley is likely to occur over the next three to four decades, not by the year 2020. Coyote Valley would need to capture an unrealistic 50 percent of all projected net new jobs in the City through 2020 to achieve the goal of 50,000 jobs in that time frame.
4. The first 5,000 qualifying jobs at Coyote Valley are not likely to be achieved in the next few years, but should be achievable by the year 2012. This finding has clear implications for the overall development of Coyote Valley, as the current policy directive would preclude housing development until the first 5,000 jobs are in place.

In addition to the findings above, those below provide the conclusions of each chapter of this report.

CHAPTER II: OVERVIEW OF ECONOMIC DYNAMICS

This overview of the Silicon Valley's economic dynamics suggests certain implications for the development of Coyote Valley.

1. Coyote Valley will benefit substantially from its position in a strong regional economy. The Silicon Valley is a worldwide leader in many growing technologies and industries, and is expected to continue to draw employers, employees, and investors that will spur real estate development.

2. Despite recent job losses, the longer-term prospects for job growth in the **Silicon Valley are very positive**. The Silicon Valley's workforce quality, economic and institutional infrastructure, quality of life, and brand name recognition will continue to attract investment and employment growth.
3. The industries most likely to grow in the Silicon Valley region include software, computers, electronics, Internet services, and bioscience. These industries can capitalize on the high-quality workforce available in the Silicon Valley, and Coyote Valley has an opportunity to capture some of the growth in these industries.
4. Silicon Valley's employment base is moving away from industrial and traditional R&D space toward higher-density buildings, including multi-story office space. The office supply is growing more rapidly than the supply of other workspace types, and companies seeking to maximize the value of their Silicon Valley operations are maintaining headquarters and "value-added" services here while locating their more land- and labor-intensive operations elsewhere.
5. Real estate trends and company performances both suggest limitations on near-term opportunities for large campus-style workspace development for individual tenants. Far fewer companies in the Silicon Valley are growing quickly than was the case several years ago. Also, real estate developers are increasingly aiming to limit their market exposure by developing incrementally rather than in large simultaneous projects. However, several established firms (Cisco, Xilinx, and IBM) that have property in Coyote Valley do present campus development opportunities.
6. The provision of an attractive, mixed-use urban working environment should be prioritized at Coyote Valley. These characteristics will give Coyote Valley a competitive edge over other potential employment locations, as employers and employees are seeking urban services and amenities, transit access, and proximity to housing. Such a plan will also help to address some serious regional issues regarding transportation, air quality, and housing supply.

CHAPTER III: WORKSPACE MARKET CONDITIONS

The downturn in the regional, national, and international economy has had a profound effect on the performance of workspace real estate in the Silicon Valley. Vacancy rates have risen, lease rates have fallen, absorption of workspace has been negative, and new construction activity has slowed to nearly none. The performances of different product types in different locations, however, are informative as to what might be expected or preferred at Coyote Valley. Some of the implications of this market conditions review are as follows:

1. **Office workspace development opportunities appear to be strongest.** Office development has outperformed R&D and industrial development in terms of vacancy rates, lease rates, absorption, and/or new construction during the past five years. These findings hold true for the Silicon Valley generally and for San Jose in particular.
2. **Urban-style office workspace should command premium values.** The performance of Downtown San Jose office space, relative to less urban environments, indicates that vacancy rates and lease rates are comparatively strong for office space in vital, mixed-use urban areas.
3. **For the next several years, R&D space is much more likely to be build-to-suit development than speculative development.** There currently is an estimated supply of nearly 40 million square feet of existing R&D space throughout the Silicon Valley being offered at very low lease rates.
4. **Industrial space appears to represent a less strong development opportunity.** While vacancy rates are relatively low, absorption and construction activity clearly indicate that the Silicon Valley and San Jose economies are shifting away from demand for manufacturing and warehouse space. However, growth in the bioscience industry in particular may provide continued demand for industrial space.
5. **Coyote Valley does not have a monopoly on available land in the City or region.** An adequate supply of land exists in San Jose to accommodate projected job growth and workspace development through 2020. While Coyote Valley clearly has the largest contiguous supply of such land, other properties in existing employment areas will compete for workspace development.

CHAPTER IV: COYOTE VALLEY'S COMPETITIVE POSITION

Coyote Valley has numerous qualities that will make it an attractive location for employers, but there are other potential employment locations that are competitive with or superior to Coyote Valley in certain respects.

1. **Coyote Valley faces significant competition for new development over the next several decades.** Several employment areas in San Jose offer advantages that Coyote Valley most likely never will, such as proximity to highways and the airport, or a critical mass of regionally prominent cultural and entertainment venues. These competitive areas also have vacant land available for future development, and are planned for intensification of existing properties as well.

2. The availability and affordability of workspace in the competing areas will slow the construction of new workspace in Coyote Valley and elsewhere. Significant amounts of office and R&D space are available in competitive locations, and for most companies these can be occupied more quickly and affordably than the development of new space at Coyote Valley.
3. The corporations that currently own land in Coyote Valley are not planning to develop significant workspace in the near future. Cisco, Xilinx, and IBM all own land in Coyote Valley, but only Xilinx has plans to commence even a small amount of workspace construction in the next several years.
4. The other competing areas are beginning to incorporate the design features envisioned for Coyote Valley. While most of the competing areas are developed with low-rise office, R&D, and industrial space, there is evidence of more intensive use of land, including taller buildings, structured parking, and mixed use. Also, transit-oriented development is envisioned and becoming a reality along the light rail line north of Downtown San Jose.
5. To achieve the desired density of development, Coyote Valley will need to develop advantages that alternative areas may not provide. Accessible and affordable housing, a vibrant mixed-use environment, attractive natural features and urban design, and convenient transit service will vastly improve Coyote Valley's competitive position.

CHAPTER V: COYOTE VALLEY ABSORPTION PROJECTIONS

Based on projections of overall demand for workspace in the competitive market area of San Jose and the attributes and liabilities of Coyote Valley versus alternative development locations, EPS has estimated the absorption of office, R&D, and industrial space through 2020.

1. Coyote Valley can potentially capture roughly 1.5 million total square feet of workspace through 2010, and an additional 4.2 million square feet through 2020. Office space (particularly mid- to high-rise space) represents the largest overall potential market niche for Coyote Valley. R&D/heavy office space represents a smaller niche, due to the large supply of existing and available R&D space.
2. Demand for mid- to high-rise office space is the most likely to improve during the buildout of the Coyote Valley community. These uses tend to benefit most from and be most compatible with the type of urban environment envisioned for Coyote Valley. Industrial/warehouse space will be least improved by those features, but very little of that space is envisioned.

3. In the absence of an unexpectedly large campus office or R&D user, roughly 4,300 jobs can be gained at Coyote Valley by 2010, and an additional 14,500 total jobs by 2020, for an overall total of 18,800 jobs. Clearly, this number does not reach the goal of 50,000 total jobs at Coyote Valley, so workspace development would be assumed to continue beyond 2020.
4. The preliminary threshold of 5,000 jobs should be achievable by not later than 2012. Under the current policy, achieving this 5,000-job threshold would allow for the development of residential and retail uses in Coyote Valley. This threshold may be reached sooner if a major campus user is attracted, but this is not expected.
5. Workspace development in Coyote Valley is likely to require several decades to reach full build-out. Coyote Valley would need to capture over 50 percent of projected demand for new office, R&D, and industrial/warehouse workspace in the entire City of San Jose to accommodate 50,000 workers by 2020.

CHAPTER VI: LAND USE PROGRAMMING RECOMMENDATIONS

Based on the findings of this market analysis, EPS makes the following recommendations for the workspace in the Coyote Valley Specific Plan:

1. The Specific Plan should not be overly aggressive in its assumptions of workspace density. While mid- to high-rise office development is likely to be increasingly marketable over time, the vast majority of both jobs and workspace now and in the future are likely to be located in low-rise buildings of not more than four stories.
2. The Specific Plan should assume most of its high-density workspace within the urban core, allowing for low-rise development in the peripheral areas. Most of the mid- to high-density office space should be primarily located in the urban core, while low-rise office and R&D space should be distributed throughout the plan, including along the transit line and adjacent to the hillsides. Industrial space should be planned with easy access to Highway 101.
3. The Specific Plan should ensure the development of a mixed-use core with transit access, retail and services, and open space features. This type of environment should command premium workspace rents, and is also necessary to attract any significant amount of high-density office development.
4. The Specific Plan should not rely too heavily on the development of the urban core as a near-term "place-making" effort. The uses in the urban core, including the workspace, the retail, and the housing, are all likely to be more marketable as the remainder of Coyote Valley is built out, rather than before.

CONTENT OF REPORT

Chapter I, this chapter, summarizes the findings of the workspace market assessment. Chapter II describes the economic dynamics of the Silicon Valley and the City of San Jose, including the changing economic structure and real estate trends as well as Silicon Valley's competitive position in an increasingly global economy. Chapter III discusses workspace market conditions in the Silicon Valley and the City of San Jose, including current and past vacancy and lease rates, absorption trends, and construction activity. Chapter IV assesses Coyote Valley's competitive position within the regional context, including a definition of its primary competitive market area and a comparison of Coyote Valley to other potential employment development locations. Chapter V presents projections for Coyote Valley's capture of the competitive market demand for office, R&D, and industrial space through 2020, as well as the number of jobs likely to be accommodated in that workspace development. Chapter VI discusses the implications of this market assessment on the Coyote Valley Specific Plan, including considerations of workspace product mix, locations, desired amenities, and phasing.

I. INTRODUCTION AND SUMMARY OF FINDINGS

Economic & Planning Systems, Inc. (EPS) has been retained by the City of San Jose to provide a variety of economic consulting services in furtherance of the creation of the Coyote Valley Specific Plan. A key part of these services is the assessment of market conditions for residential, retail, and workspace development. This report presents EPS's findings regarding the current and future market prospects for retail development at Coyote Valley.

BACKGROUND

Coyote Valley is an area comprised of over 7,000 acres of land in the southern part of San Jose and in unincorporated Santa Clara County but within San Jose's sphere of influence. Since the 1980s, San Jose's City Council has maintained a policy that reserves Coyote Valley for future urban development, and establishes goals for the overall development program for the area as well as "triggers" that must be met for the development to begin. Specifically, the policy has maintained that the overall plan for Coyote Valley must reserve over half of the overall acreage as a "greenbelt" on which no urban development can occur, and that the remainder of the land must be developed at sufficient density to accommodate 50,000 "qualifying" jobs (excluding retail and public or quasi-public jobs) and 25,000 housing units. In addition, a trigger has been established that none of the housing development can occur until at least 5,000 of the qualifying jobs are in place in Coyote Valley.

The Coyote Valley Specific Plan is being developed through the joint efforts of the City of San Jose and a multidisciplinary group of consultants, including EPS. This retail market assessment is intended to provide information that will help this group of stakeholders to create the following:

1. A land use program that is supported by current and expected market conditions and meets the established goals for the development of Coyote Valley.
2. A financing program that distributes the benefits, costs, and risks of development among the various landowners.
3. An implementation strategy that efficiently phases and locates land use and infrastructure development to optimize the value of development to the landowners, developers, and the City of San Jose.

KEY FINDINGS

The following points summarize the most important findings of this report:

1. Three supermarkets could be supported at Coyote Valley by buildout, with one integrated into the Town Center and the other two anchoring neighborhood centers. The demand for retail goods at supermarkets will provide sufficient support for three supermarkets of an average size of 55,000 square feet. Each of these supermarkets could anchor an additional 55,000 to 95,000 square feet of neighborhood-serving retail space. One of these supermarkets could be integrated into the Town Center, while the other two will anchor neighborhood shopping centers. The two neighborhood shopping centers will likely average 130,000 square feet of retail space, or 260,000 square feet combined.
2. Neighborhood center development and success depends on location and design. Neighborhood centers should be located within the heart of the residential populations they serve, with convenient automobile access and visibility. A design-orientation that creates an attractive environment for spending time will add to the market success of these centers.
3. Supermarkets will wait until a critical mass of households is present before locating at neighborhood shopping centers. Supermarkets, the anchors of the neighborhood shopping centers, will want to see the presence of over 5,000 households in their market area prior to their location at Coyote Valley.
4. There is insufficient market support from surrounding areas to catalyze early development at the Town Center. The areas surrounding Coyote Valley, including Morgan Hill and the southernmost portions of San Jose, do not offer sufficient market support to catalyze early retail development at the Town Center.
5. A high-end grocery store and associated neighborhood-serving stores could be developed relatively early in the development of the Town Center. Once sufficient residential development is in place, a neighborhood center could be developed at the Town Center. This neighborhood center might include a larger range of restaurants, than the typical neighborhood center, building off the amenity value of the lake, and the draw of some households from other parts of Coyote Valley and the surrounding areas. This primarily neighborhood-driven development at the Town Center could include up to 150,000 square feet of retail space.
6. As Coyote Valley grows and provides more market support for the Town Center, additional retail and entertainment development could be added. Sufficient market support for an eight-screen movie theater is likely to evolve by half-way through the residential development program. The development of a movie theater could also anchor the development of additional restaurants and other entertainment options.

Further along in the development program, a book and CD store could be attracted to the site, and the overall draw of the now more fully developed Town Center could act to attract even more eating and drinking establishments as well as specialty retail.

7. Over time, the Town Center could evolve to include about 415,000 square feet of retail/ entertainment space. This could include about 150,000 square feet of primarily neighborhood-serving development, a 35,000 square foot movie theater, a 30,000 square foot book store, 100,000 square feet of restaurants/ eateries, and 100,000 square feet of additional specialty retail.

8. Big box retailers could be attracted to easily accessible sites between Highway 101 and Monterey Road. A large number of "big box" retailers have numerous sites throughout Santa Clara County, though the large traffic counts close to Coyote Valley could attract these retailers. A 30-acre site, between Highway 101 and Monterey Road, with easy access from the major arterial and strong direct visibility or freeway signage could attract a number of big-box retailers in the early to middling stages of Coyote Valley development. With surface parking, this site could accommodate about 330,000 square of this type of retail.

9. In sum, by buildout, Coyote Valley could support about 1.0 million square feet of retail development. This retail development could include up to 260,000 square feet of retail space at two neighborhood centers, 415,000 square feet at the Town Center, and 330,000 square feet of "big box" retail.

CONTENT OF REPORT

Chapter I, this chapter, summarizes the findings of the retail market assessment. Chapter II provides an overview of the retail market in the cities of San Jose, Morgan Hill, Gilroy, and in Santa Clara County. It includes estimates of annual retail expenditures and sales, projected growth in expenditures, and an inventory of existing and proposed region-serving retail, including regional malls, power centers, and "big box" retailers. Chapter III evaluates the prospects at Coyote Valley for retail development at neighborhood centers, at the Town Center, and at freeway-serving sites. It includes estimates of the market support for each of these types of retail development by Coyote Valley buildout.

I. INTRODUCTION AND SUMMARY OF FINDINGS

Economic & Planning Systems, Inc. (EPS) and S.L. State & Associates have been retained by the City of San Jose to provide a variety of economic consulting services in furtherance of the creation of the Coyote Valley Specific Plan. A key part of these services is the assessment of market conditions for residential, retail, and workspace development. This report presents the EPS/S.L. State & Associates' findings regarding the current and future market prospects for residential development at Coyote Valley. It is supported by a companion document prepared by S. L. State and Associates, entitled "Recommended Product Array Synopsis - Coyote Valley".

BACKGROUND

Coyote Valley is an area comprised of over 7,000 acres of land in the southern part of San Jose and in unincorporated Santa Clara County but within San Jose's sphere of influence. Since the 1980s, San Jose's City Council has maintained a policy that reserves Coyote Valley for future urban development, and establishes goals for the overall development program for the area as well as "triggers" that must be met for the development to begin. Specifically, the policy has maintained that the overall plan for Coyote Valley must reserve over half of the overall acreage as a "greenbelt" on which no urban development can occur, and that the remainder of the land must be developed at sufficient density to accommodate 50,000 "qualifying" jobs (excluding retail and public or quasi-public jobs) and 25,000 housing units. In addition, a trigger has been established that none of the housing development can occur until at least 5,000 of the qualifying jobs are in place in Coyote Valley.

The Coyote Valley Specific Plan is being developed through the joint efforts of the City of San Jose and a multidisciplinary group of consultants, including EPS. This residential market assessment is intended to provide information that will help this group of stakeholders to create the following:

1. A land use program that is supported by current and expected market conditions and meets the established goals for the development of Coyote Valley.
2. A financing program that distributes the benefits, costs, and risks of development among the various landowners.
3. An implementation strategy that efficiently phases and locates land use and infrastructure development to optimize the value of development to the landowners, developers, and the City of San Jose.

KEY FINDINGS

The following points summarize the most important findings of this report:

DEMOGRAPHIC AND HOUSING TRENDS

1. The Santa Clara County and City of San Jose housing markets have remained strong despite the economic downturn of the last several years. Pent-up demand for housing and low interest rates has continued to drive housing construction and residential permit applications in Santa Clara County and the City of San Jose.
2. The City of San Jose's housing supply pipeline is significant, though is likely to be more limited beyond 2010. There is a significant competitive supply of housing in the pipeline, though much of this will have been absorbed by the time Coyote Valley is developed. The City's housing supply pipeline includes about 22,000 housing units, the majority of which are infill, for-sale attached and rental projects.
3. Market demand for housing in the City of San Jose is expected to be strong well into the future. The existing excess demand for housing along with projected new population and household growth will continue to drive the City's residential market and absorb new development into the future.
4. Demand for about 66,000 housing units is projected for the City of San Jose over the next 20 years. Projections of new households in the City of San Jose vary, though, on average, equal about 3,300 new households each year, or about 66,000 household between 2005 and 2025.
5. Recent and projected demographic trends point to a diverse pattern of future residential demand. Demographic changes in household size, age, and ethnicity will directly affect the types of residential products demanded. Current and projected estimates of family and non-family households imply a continued demand for family and non-family housing. The continued aging of the baby boom generation will dramatically increase the proportion of empty nester and retiree households in the housing market. Increases in the number of Asian and Hispanic buyers may also alter housing preferences.
6. The close relationship between household size and preferred unit size and type is expected to continue. Case studies of residential developments in Santa Clara County, the San Francisco Bay Area, and other regions in California and the U.S. show clear differences in the demand profile between families with and without children, as well as between couples and singles, and older and younger households. Households with children predominantly seek single-family detached homes, and, to a lesser extent townhomes. Couples without children purchase a range of product types, with young

couples driving demand for small and medium-sized condos and all-age couples driving the demand for mid- and high-rise condos. Singles demand smaller units and represent an important segment of the demand for low-, mid-, and high-rise condos.

7. Of the total of 66,000 housing units projected to be constructed over the next 20 years, about 20,000 units are expected to be single-family detached, 23,000 units single-family attached, and 23,000 units apartments. The limited number of single-family detached development opportunities will reduce its typical share of new construction and shift much of its demand towards townhome product. The single-family detached product that is constructed will be absorbed quickly, including smaller lot detached product. Demand for attached product will come from a range of households, with significant variations in buyer profiles between small condos, lofts, different types of townhomes, and mid- and high-rise developments. Rental product is also expected to be in high demand over the next decades, and will be spurred, in part, by future economic growth.

PROSPECTS FOR COYOTE VALLEY

1. Coyote Valley is in a strong position to capture a significant proportion of this growth. The increasingly constrained opportunities for development elsewhere, along with the scale and planned improvements, design, and amenities in Coyote Valley will result in a high capture of new residential development at Coyote Valley. Table 1.1 shows a market-supported land use program that could also meet the City's housing requirement in addition to the expected Coyote Valley absorption rates by product type.

2. Demand for single-family detached product will be strong, but its inclusion in the land use program will be limited by the required residential density. The Coyote Valley land use program could support as much as 12,500 units of single-family detached product. However, in order to meet the density requirements, only about 25 percent of the program, or 6,250 units of primarily small lot single-family detached development, can be included. This product could likely be absorbed in less than 12 years at a rate of about 550 units each year.

3. Demand for townhomes will also be strong, though not as strong as for single-family detached product. Townhomes will appeal to a broad range of household types and will capture an increased proportion of demand due to the limited detached housing development opportunities. Coyote Valley will compete with townhome developments in a number of other areas, though over time, as it grows and develops, is expected to expand its capture rate from 25 percent to 40 percent of the townhome market. About 25 percent of the land use program could be allocated to townhomes, about 6,250 units, without compromising the overall density requirement and could be absorbed over the course of 25 years.

Table 1.1
Coyote Valley Capture, Absorption, and Potential Land Use Program
Coyote Valley Specific Plan Market Analysis

Product Type	Annual San Jose Demand	Coyote Valley Avg. % Capture	Annual Coyote Valley Demand	Proposed Land Use Program	Years-to- Buildout
SF Detached	1,000	55%	550	6,250	11
Townhomes	750	32.5%	244	6,250	26
Condos/Lots/ Stacked Townhomes (1)	400	30%	120	3,750	31
Rental Product (1)	<u>1,150</u>	27.5%	<u>316</u>	<u>8,750</u>	28
Total	3,300	--	1,230	25,000	--

(1) Condo and apartment development will be spread amongst low-, mid- and high-rise developments. Rentals will dominate the low-rise product, though condos will be more prevalent among the mid- and high-rise developments.

Source: S. L. State & Associates; Economic & Planning Systems, Inc.

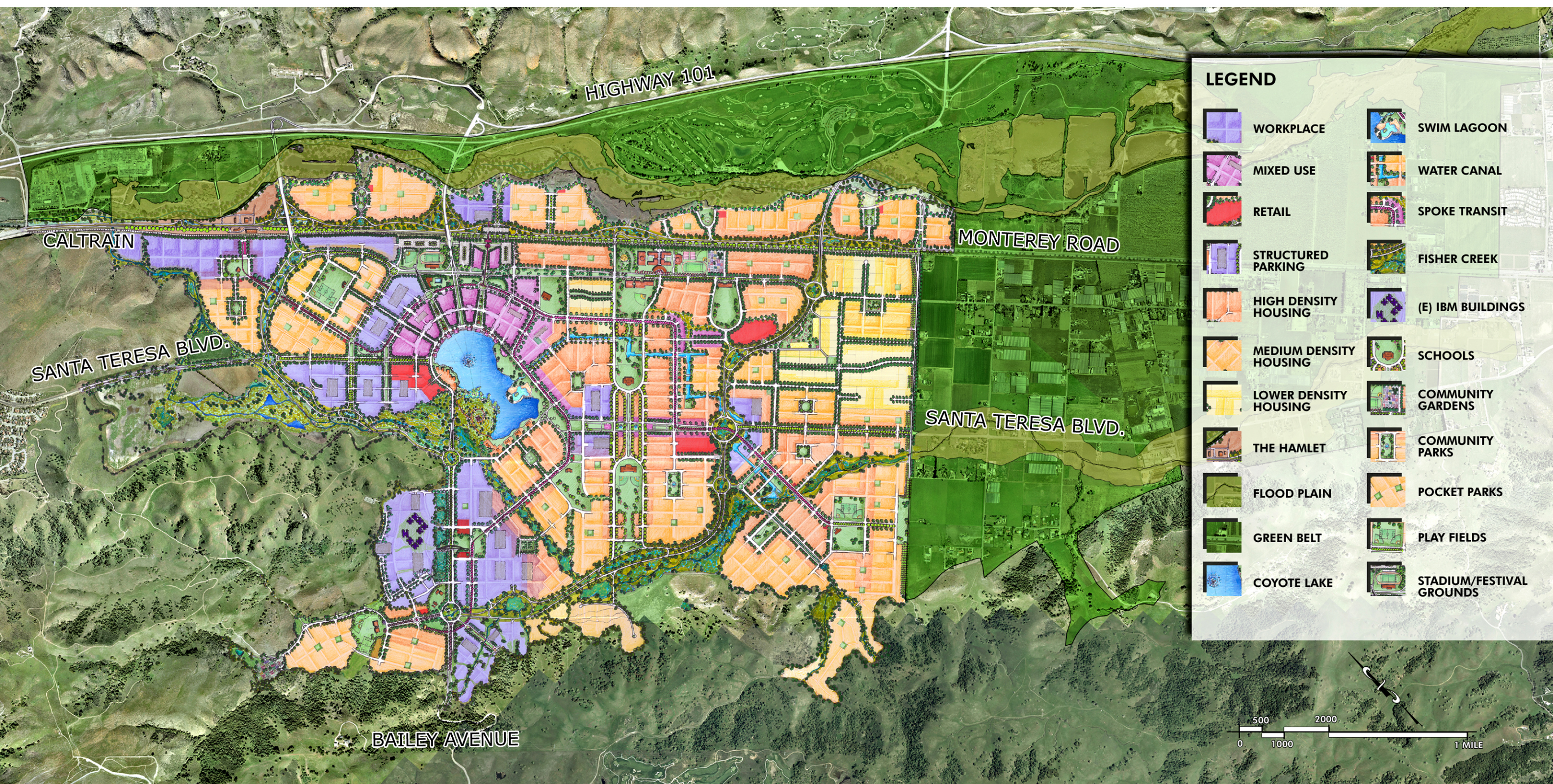
4. Demand for condominiums will increase as Coyote Valley develops. Demand will exist for a broad range of condominiums, including small condominiums and lofts aimed at singles, standard condominiums in three- and four-story buildings that will primarily appeal to young couples, and mid- and high-rise condos that will appeal to more affluent couples. Coyote Valley could capture about 20 percent of the demand for condominiums, lofts, and stacked townhomes in its early years, increasing to 40 percent as competitive supply diminishes and the range of amenities increases. A 15 percent allocation of the land use program, or 3,750 units of for-sale condominiums/ lofts/ stacked townhomes, will take about 30 years to absorb at a rate of about 120 units each year. With the exception of product aimed at seniors, the mid- and high-rise development is only likely to develop after five or more years of Coyote Valley development.

5. Demand for apartments will be strong and consistent through time. Outside of the senior housing rental market, a large proportion of demand for apartments will be driven by its proximity to jobs in Coyote Valley and in Edenvale. Apartments will primarily be in low-rise single- and mixed-use developments, in addition to some mid-rise developments. Apartment developments will compete with development elsewhere, and will need to provide the internal amenities expected by many apartment dwellers. About 35 percent of the land use program could be apartment development, about 8,750 units. It will take close to 30 years to absorb this product. As the baby boom generation ages, the senior housing market is set to expand, providing a number of opportunities for both assisted care and assisted living rental projects, in both low- and mid-rise developments.

6. Mid- and high-rise developments could be absorbed at moderate levels. Rental and for-sale mid- and high-rise product could be developed at Coyote Valley, as mentioned above. Mid- and high-rise developments have proved successful in a number of cities throughout the San Francisco Bay Area and beyond, and there is likely sufficient demand to support such developments at Coyote Valley. This development is unlikely to drive the early stages of residential development at Coyote Valley and is more likely to occur once Coyote Valley is more defined as a place. Together mid- and high-rise development should not represent more than 15 percent of the land use program, about 3,750 units, and a greater emphasis should be placed on mid-rise development.

ORGANIZATION OF REPORT

After this introductory chapter, Chapter II provides an overview of historical and projected demographic trends. Chapter III summarizes the recent trends in residential development in the City of San Jose and Santa Clara County, and Chapter IV evaluates the prospects for residential development in Coyote Valley. Appendix A provides data on residential sales over the last 14 years and Appendix B describes a number of completed and planned mid- and high-rise projects.

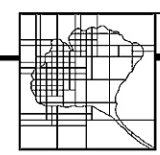


LEGEND

- | | |
|---|---|
|  WORKPLACE |  SWIM LAGOON |
|  MIXED USE |  WATER CANAL |
|  RETAIL |  SPOKE TRANSIT |
|  STRUCTURED PARKING |  FISHER CREEK |
|  HIGH DENSITY HOUSING |  (E) IBM BUILDINGS |
|  MEDIUM DENSITY HOUSING |  SCHOOLS |
|  LOWER DENSITY HOUSING |  COMMUNITY GARDENS |
|  THE HAMLET |  COMMUNITY PARKS |
|  FLOOD PLAIN |  POCKET PARKS |
|  GREEN BELT |  PLAY FIELDS |
|  COYOTE LAKE |  STADIUM/FESTIVAL GROUNDS |

COYOTE VALLEY SPECIFIC PLAN
SAN JOSE, CALIFORNIA

CONCEPTUAL LAND USE PLAN



KEN KAY ASSOCIATES

1045 Sansome St.
San Francisco, CA 94111
415.956.4472
415.956.4522 Fax

AUGUST 16, 2004

PROJECT NO: 407.010

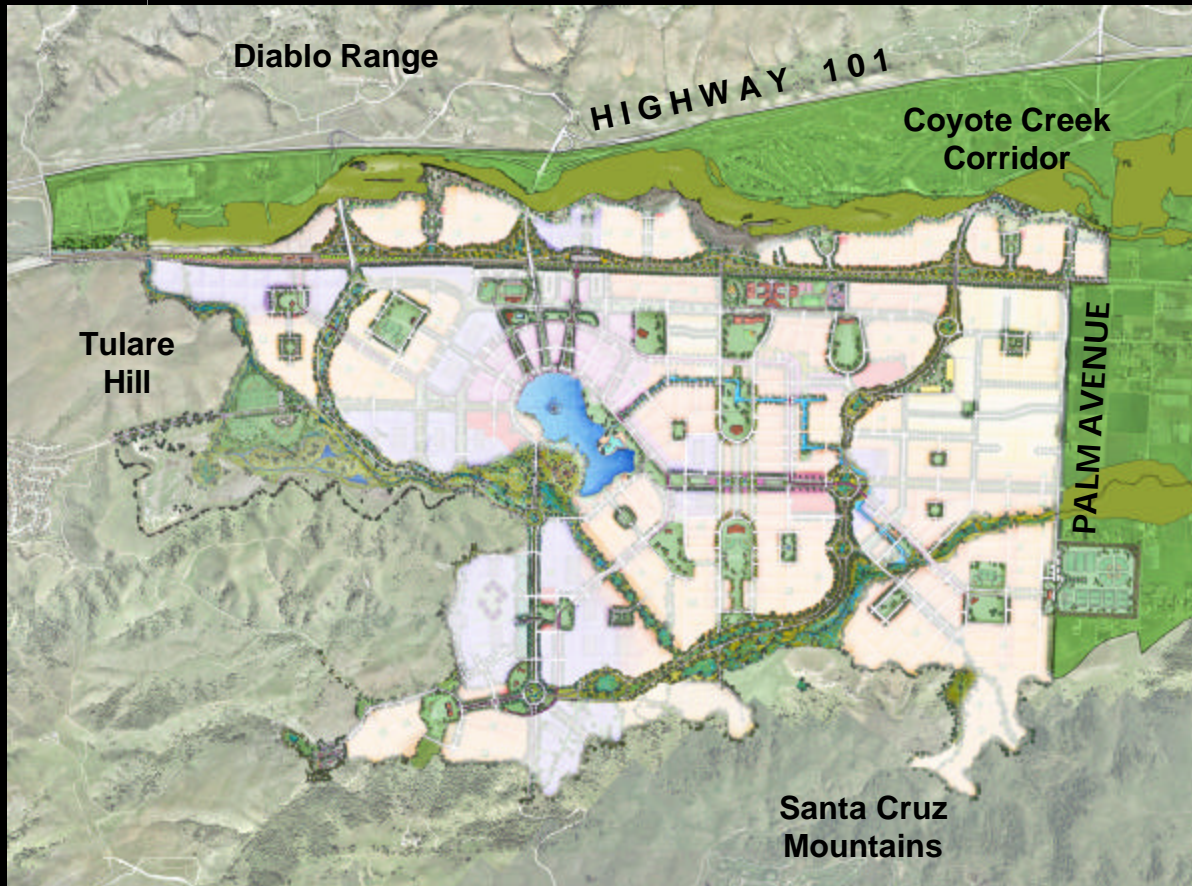
DAHLIN GROUP
ARCHITECTURE
PLANNING

2671 Crow Canyon Rd.
San Ramon, CA 94583
925.837.8286
925.837.2543 Fax

COYOTE VALLEY SPECIFIC PLAN

PUBLIC REALM

OPEN SPACE/ LANDSCAPE & RECREATION



Planning Goals

RECREATION:

- Community Parklands
- Neighborhood Parks
- School Recreational Lands
- Festival Grounds
- Community Gardens

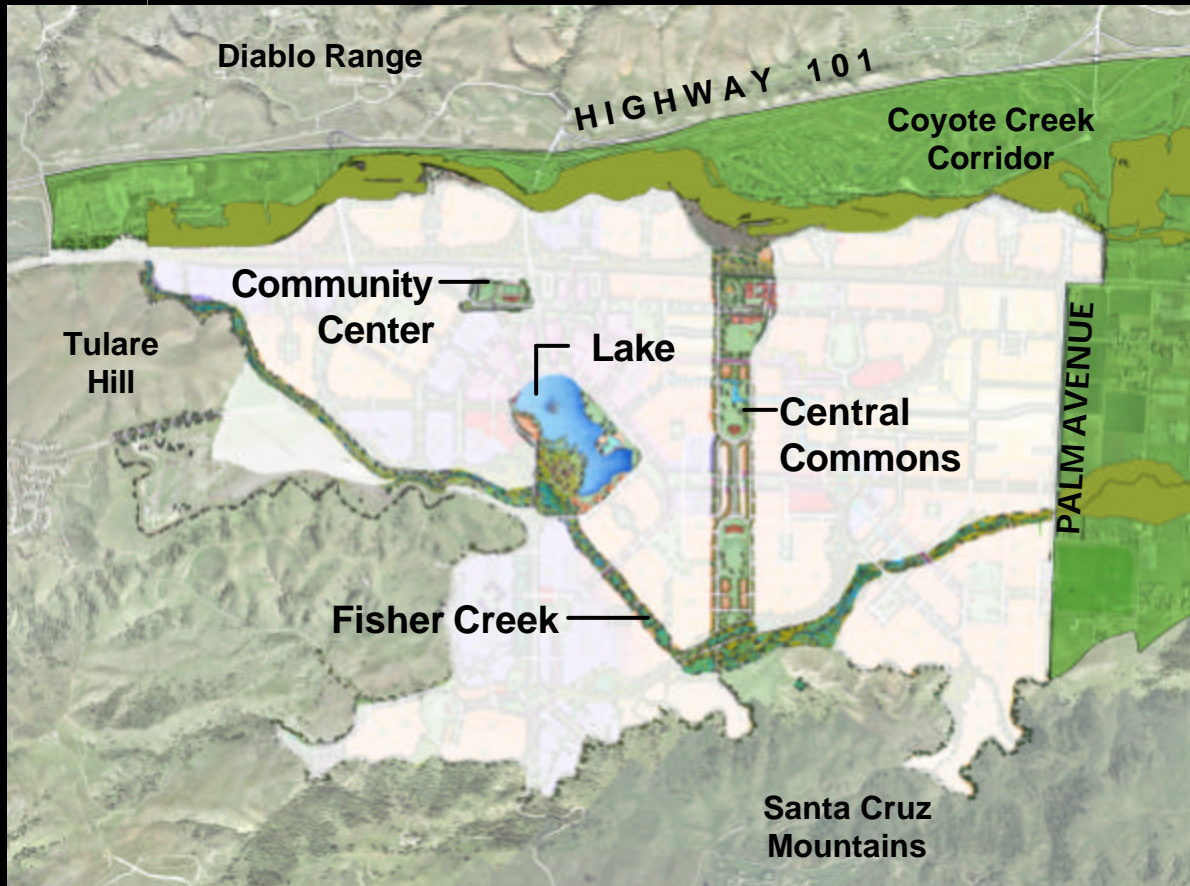
ADDITIONAL OPEN SPACES:

- Fisher Creek Greenway
- Canal System
- Parkway Loop

COYOTE VALLEY SPECIFIC PLAN

PUBLIC REALM

COMMUNITY PARKLANDS



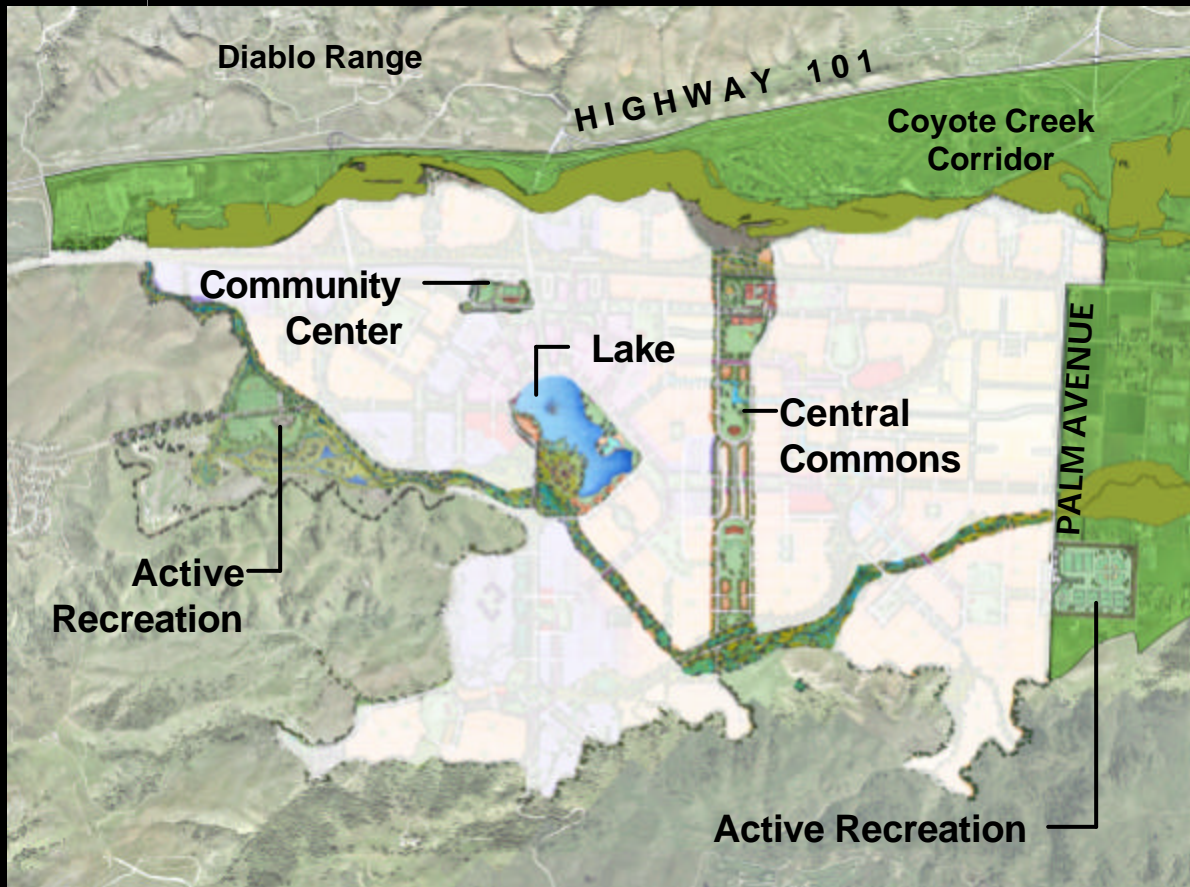
Planning Goals

- Serves an area within a 1 mile radius
- Large groups
- Active & organized sports
- Group picnic
- Aquatic activities

COYOTE VALLEY SPECIFIC PLAN

PUBLIC REALM

COMMUNITY PARKLANDS



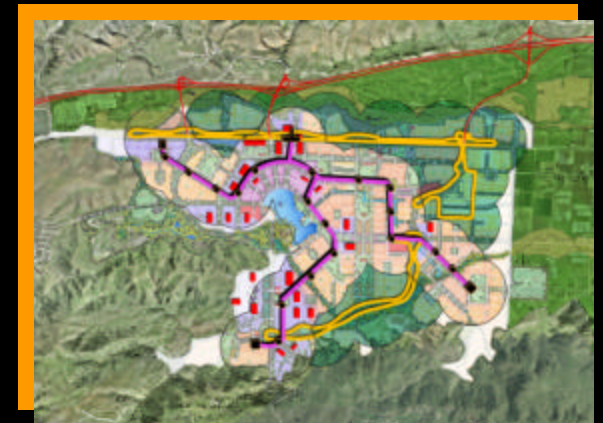
Planning Goals

- Serves an area within a 1 mile radius
- Large groups
- Active & organized sports
- Group picnic
- Aquatic activities

COYOTE VALLEY SPECIFIC PLAN

CONNECTIONS & MOBILITY

Transit can be fun, open air, bike friendly, and accessible to all



COYOTE VALLEY SPECIFIC PLAN

LAND USE

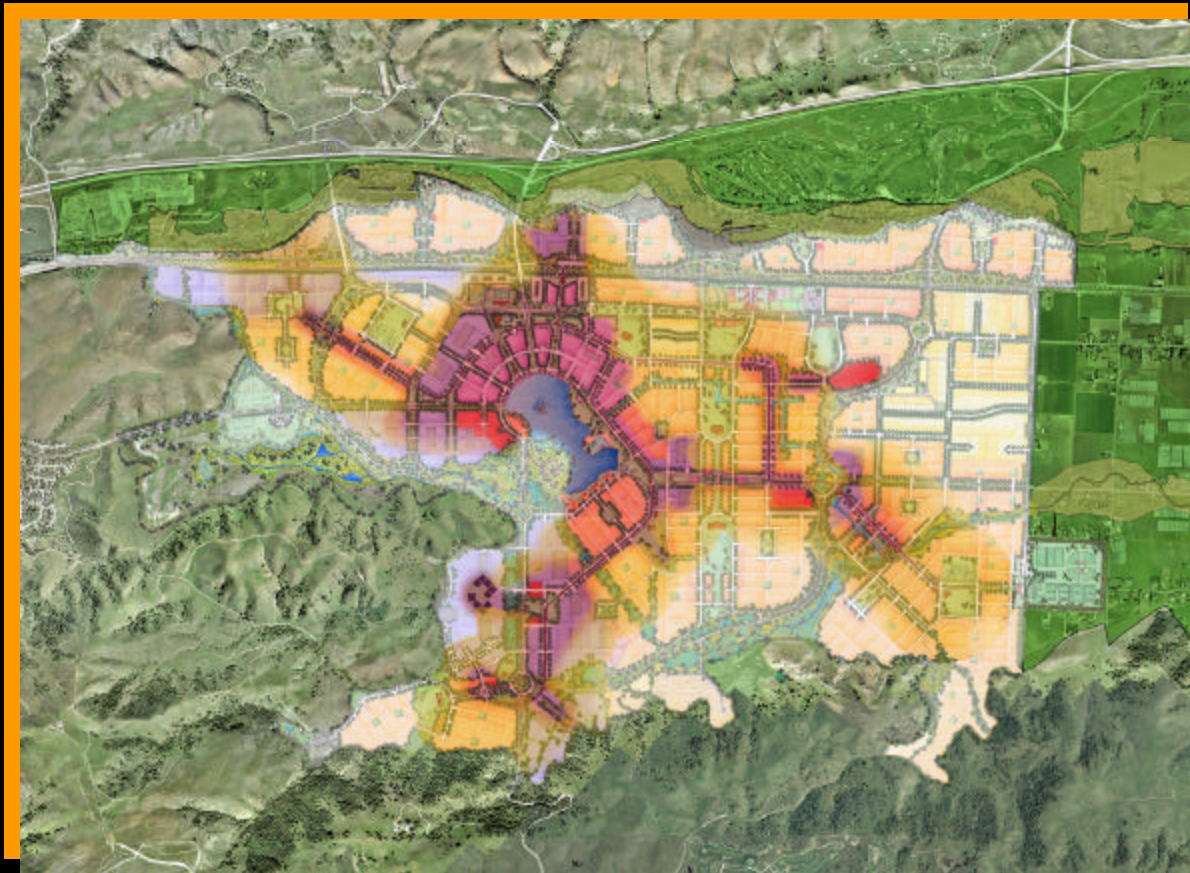
The beginning and heart of Coyote



COYOTE VALLEY SPECIFIC PLAN

LAND USE

Highest densities around community core and transit lines



COYOTE VALLEY SPECIFIC PLAN

LAND USE

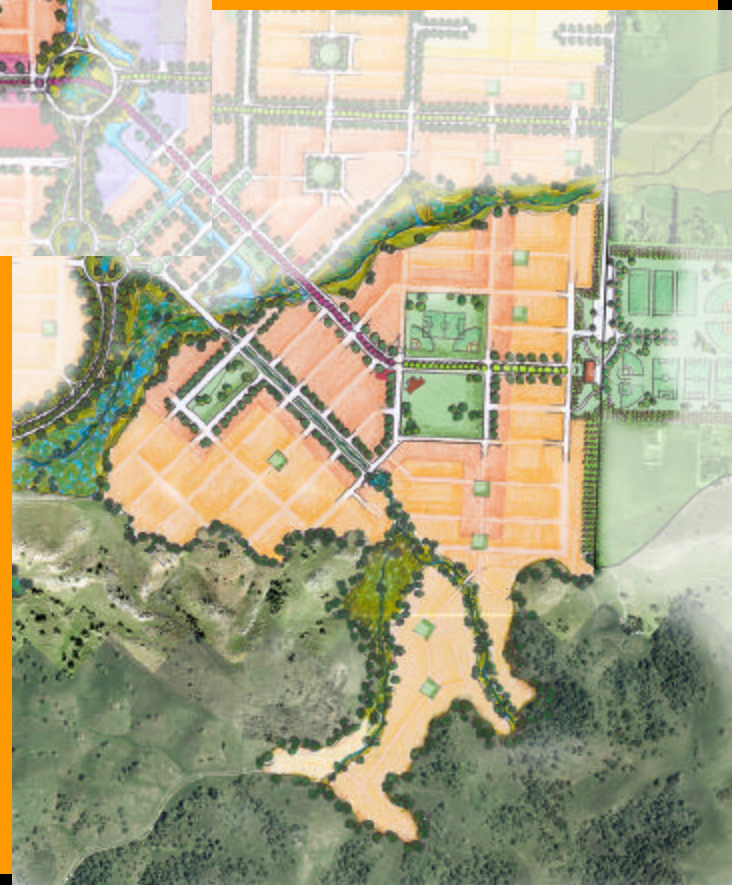
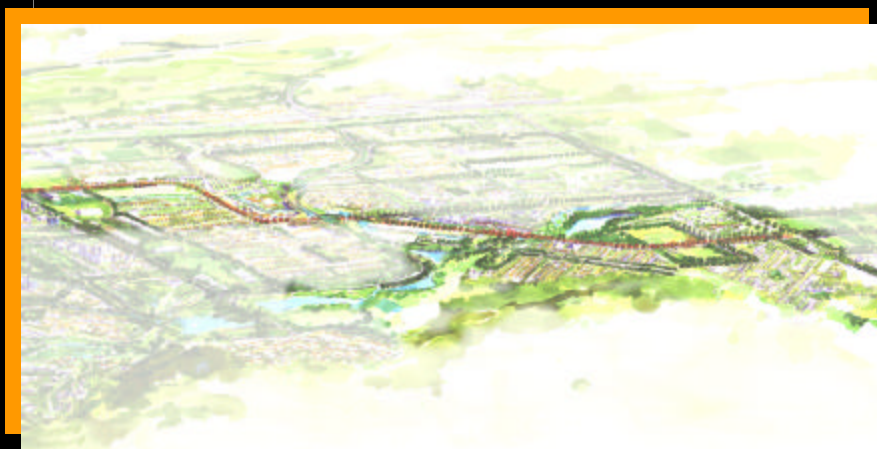
Santa Teresa District



COYOTE VALLEY SPECIFIC PLAN

LAND USE

Neighborhoods



COYOTE VALLEY SPECIFIC PLAN

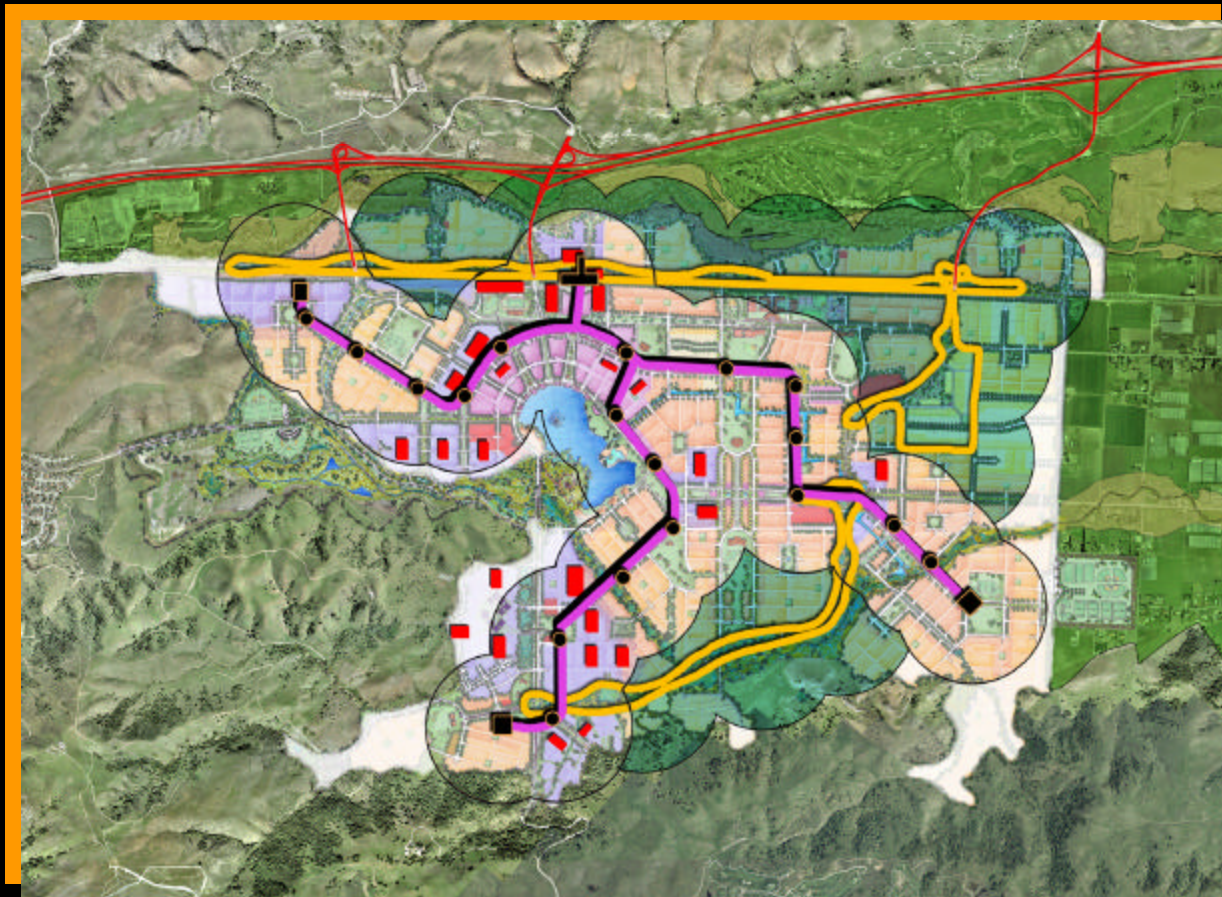
LAND USE



COYOTE VALLEY SPECIFIC PLAN

CONNECTIONS & MOBILITY

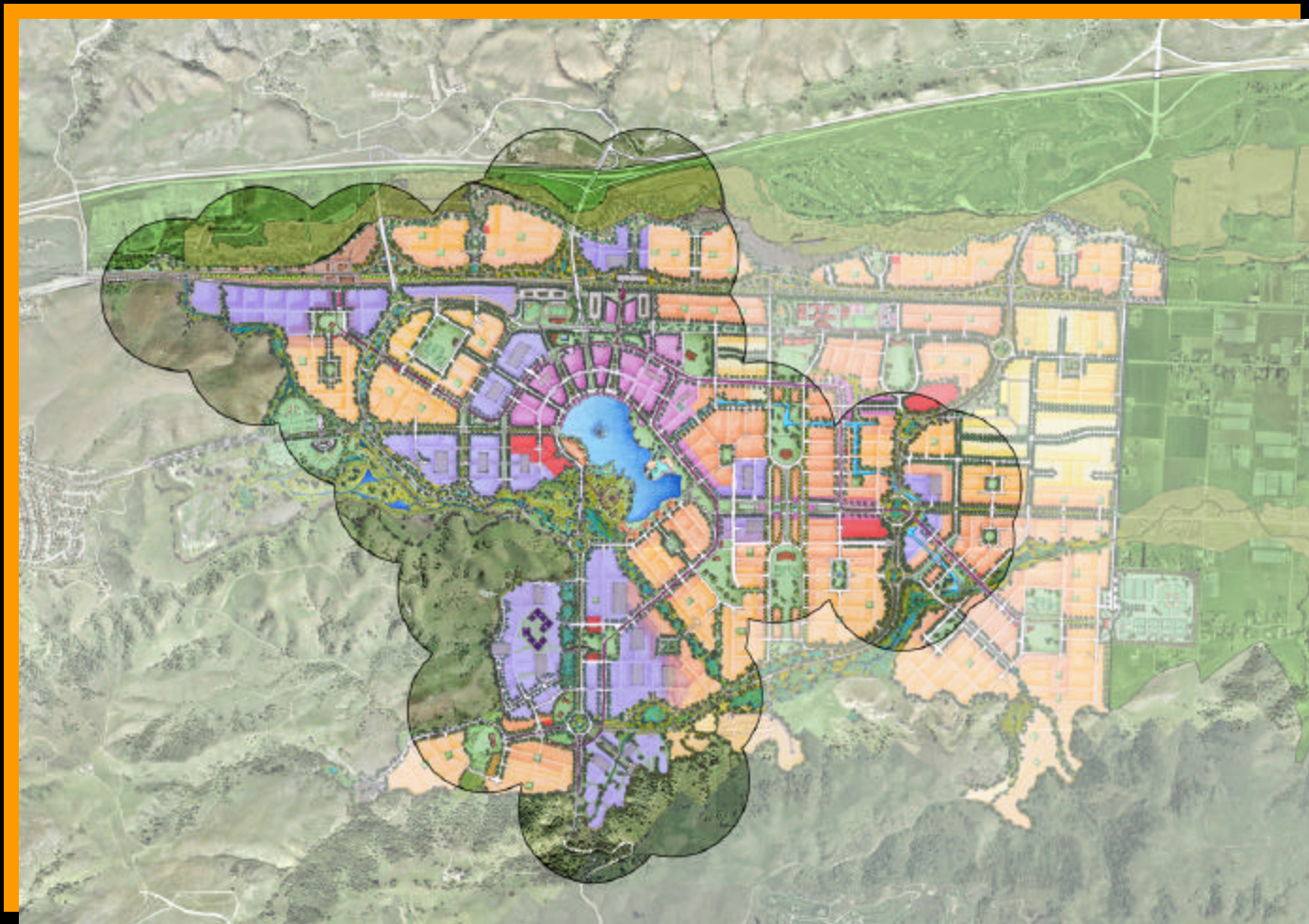
Supplementary small buses or vans cover all of Coyote Valley with transit service



COYOTE VALLEY SPECIFIC PLAN

CONNECTIONS & MOBILITY

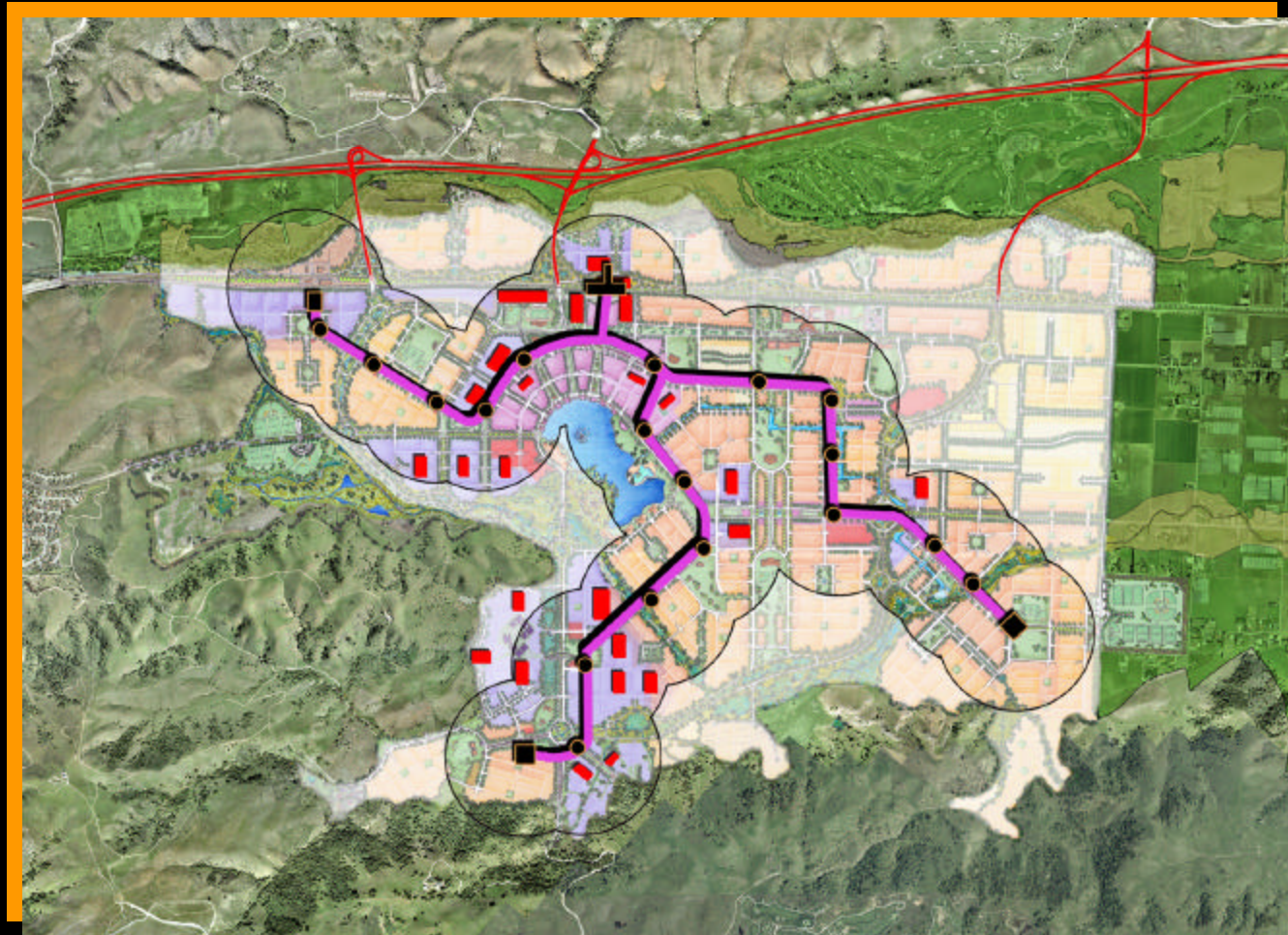
Work-Live Proximity



COYOTE VALLEY SPECIFIC PLAN

CONNECTIONS & MOBILITY

Fixed guideway transit & structured district parking facilitate urban density and pedestrian activity.



CHAPTER VI: Next Steps

COYOTE VALLEY SPECIFIC PLAN (CVSP)

PROCESS DIAGRAM

